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For the Good of Your Community

Vol. 3 No. 9 OAKLAND, JANUARY 1961

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Board of Directors Pledge Top Transit System in Nation

Directors of AC Transit entered their New Year on a note of vision in developing the nation's finest public transportation system.

A pledge to plan and operate an "intelligent, progressive transit system" was voiced by Director William J. Bettencourt as he took office as new president of the board.

Bettencourt, 43, an executive with Friden, Inc., and a San Leandro civic leader, was unanimously elected to the board presidency by his fellow directors in a year-end change of officers.

Retiring from the office was Robert K. Barber of Kensington, who served two years as head of the board.

Col. Robert M. Copeland of Kensington, retired Army engineer, was elected vice president.

Seated on the board for the first time at the January 4 meeting was William E. Berk, Richmond business executive.

Berk, chairman of the board of the Richmond Redevelopment Agency and member of the board of the Richmond Housing Authority, received his oath of office during brief ceremonies and promised full cooperation with the goals of the district.

Barber and William H. Coburn, Jr., of

(Continued on Page 7)

125 New Buses to Join Streamlined Transbay Fleet

First of 125 new buses purchased to improve and revitalize local East Bay transit lines were being shipped this month, making January another high point in AC Transit progress.

Paving the way for the arrival of the "Transit Liners" was an earlier shipment of another 17 deluxe suburban liners.

The initial delivery of 40 streamlined suburban coaches was completed the first week in January, supplying basic service on 13 transbay lines. The coming shipment brings the suburban fleet to 57 new motor coaches.

The big local buses, like the suburban liners, carry out the colorful, streamlined "new look" and are expected to give area riders a new and rewarding reason for switching to public transportation.

Arrival of the first air-conditioned suburban motor coaches set off a civic welcome that included a parade, a historical exhibit and opportunities for public inspection.

Timeliness of the arrival in the middle of the holiday season also turned AC Transit into a Santa Claus, as the plush coaches rolled into service early Christmas morning—a special holiday gift to the 940,000 residents of the district.

The first bus appropriately was

(Continued on Page 4)

Policy Makers

The Board of Directors of the Alameda-Contra Costa Transit District

•

1961

William J. Bettencourt
President

William E. Berk
Member

William H. Coburn, Jr.
Member

Robert M. Copeland
Vice President

Robert K. Barber
Member

Paul E. Deadrich
Member

John McDonnell
Member

ONE OF few remaining horse cars from early days paces "Travelcade of Progress" up Broadway, following route taken by same car 91 years ago. Broadway then was oak-lined street.

AC TRANSIT directors open a Christmas package—first of new motor coaches to enter service Christmas Day. Left to right are John McDonnell, William H. Coburn, Jr., William J. Bettencourt, Robert M. Copeland and Robert K. Barber.

BERKELEY residents get their first view of streamlined "Transit Liners" as parade winds through city.

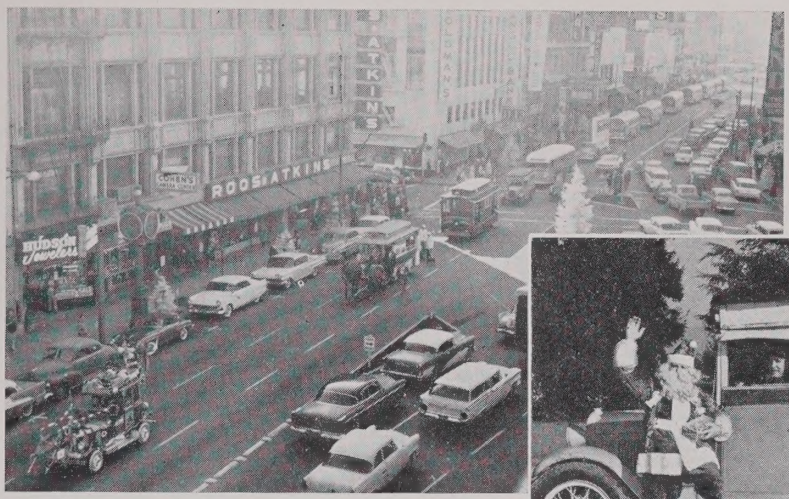
Ceremonies Launch First of New 'Liners'

(Continued from Page 1)
wrapped in red cellophane like a shiny Christmas package, with Santa on hand to make the symbolic delivery.

Opening "the package" in brief ribbon cutting ceremonies at Emeryville yards was Robert K. Barber, retiring district board president. Board Directors Robert M. Copeland, William H. Coburn, Jr., John McDonnell and William J. Bettencourt also were present.

The first "Transit Liner" to enter operation left the Emeryville yard at 12:25 a.m., on Line A, while the rest of the buses, colorful symbols of the district's Christmas present to its riders, moved into service on the other transbay routes during the early morning.

The public had its first chance to see their transportation of the future in a "Travelcade of Progress" that moved



THE OLD and the new parade through downtown Oakland in "Travelcade of Progress" to highlight arrival of plush "Transit Liners."

SANTA CLAUS and 1928 Model A Ford bus of pioneer motor coach transit parade through East Bay cities.

throughout the district on the Thursday before Christmas.

In Oakland, the parade was paced by the last of the area's original horse cars. Pulled along at a fast clip by two black Missouri mules, the parade rolled up Broadway to give viewers a look at transit of the past and future.

In the line were a cable car; Model A Ford bus, vintage of 1928; one of the pre-war Key System buses that will be retired by the new equipment, and a glittering string of brand new motor coaches.

Heading the parade, in a special "sleigh," was Santa Claus.

The motorized section continued to Berkeley, Albany, San Pablo and Richmond, then doubled back to Alameda, East Oakland, San Leandro, Hayward and San Lorenzo.

Riders got a closer view the following Friday and Saturday, as the buses were put on public display in various locations throughout the district and in San Francisco.

Bus operators were specially briefed in advance to explain the equipment and point out special features, unmatched by any other transit operation on the Pacific Coast.

Drivers also handed out brochures welcoming the viewers and explaining in detail the comfort and safety features of the new coaches.

The unveiling of the buses was heralded by newspapers, radio and television, both as news events and as special features, ranging from the unloading to reactions of first passengers.

The bright new fleet, in district colors of white, silver, Tahoe turquoise and persimmon orange, is being matched by identically painted older equipment. Some 34 former Key System buses already have been repainted and refurbished to serve with the new "Transit Liners."

Transportation Exhibit Covers Colorful Era from Horse Car to Streamlined Buses

A transportation exhibit, covering the colorful years that has taken the East Bay from steam train and horse car to the "new look" of swift, smooth motor coaches, was attracting record visitors this month at the Oakland Main Library.

The exhibit was arranged by the California Railway Historical Society and AC Transit to commemorate the arrival of the first of a fleet of 250 new "Transit Liner" coaches.

The collection includes relics prized by railfans and of equal interest to those who remember ferry boat days, the old Key System trains, the Southern Pacific "Red Trains," the trolleys, cable cars and horse cars of an era past.

A pictorial history of area transportation, one of the largest in East Bay history, depicts a graphic story of progress. The photographs, on panels and in wall cabinets, are further highlighted by scale models of early Key System streetcars and trains.

An operating model of a steam plant, made in Germany near the turn of the century and an old calendar, fashioned in the replica of a street car and issued in 1902 by Oakland Traction Company, one of the predecessors of Key System, also have been included.

Other models feature the San Francisco Ferry Building and the old Key System Pier. Both are of special interest to one of the viewers, D. J. Potter, general superintendent of transportation for AC Transit and a veteran transportation official. His father, James P. Potter, was superintendent of the Key Route when the first pier was built.

Commuters of ferry boat days may view a famed replica of the ferry "Sacramento," tossed to the waves by the Commuter Club of Alameda during a farewell to service on January 12, 1939. Instead of sinking as expected, the replica floated across the bay and out the Golden Gate, to be later retrieved by the Coast Guard.

D. J. Potter

His father was there

The display, including models and pictures of the new "Transit Liners," makes use of lobby space, main floor exhibit cases and an exhibit case in the California Room on the second floor. The library is open 9 a.m. to 9 p.m. daily and 9 a.m. to 6 p.m. on Saturdays.

Originally planned for the holiday season, the exhibit was extended through the month of January to accommodate the large number of visitors and special school groups.

What the Editors Are Saying About Transit

Oakland Tribune:

A Happy Coincidence

IT WAS a happy coincidence that on Christmas Day—one of joy and renewed hope—the first of AC Transit's new buses was put into service.

This modern, plush coach is visual evidence that the new era of public transportation promised is at hand.

By mid-January all basic service on transbay lines will be provided with new coaches. The next month, more new buses will arrive for use in local service. In all, 250 "transit liners," costing almost $7.7 million, will be in service by spring.

At the same time older buses are being repainted and refurbished. Those in use already have drawn favorable comment from the public.

We congratulate the transit system upon the appearance and comfort of the new coaches and look forward to more of the promised service improvements as the new equipment is delivered.

Also deserving our congratulations are the East Bay voters who moved to create the new Alameda-Contra Costa Transit District by approving a $16.5 million bond issue to launch it.

East Bay to Lead Nation in Equipment

With the finest equipment in the country, the East Bay will be riding high by April on the nation's best motor coach transit system, according to AC Transit General Manager John R. Worthington.

Worthington made his prediction in a talk this month before the Lions Club of Oakland, which served to introduce the fleet of new suburban transit liners. The executive described the super-deluxe motor coaches and explained how the improvement is expected to increase traffic and area business profits in general.

By making it easier and speedier to ride in public transit rather than private car, Worthington said the district expects sufficient increase in traffic to justify equipment purchases. A 15 per cent boost in transbay patronage would result in $2,000,000 a year more revenue to the district, he added.

Worthington also stressed customer accessibility to the central business district as greatest single force affecting business profits.

Finest Transit Pledged By Board of Directors

(Continued from Page 1)

Berkeley, returned to office in the recent election, also subscribed to their oath of office.

In taking office, Bettencourt stressed that he and his fellow members "must be men with vision. By today's standards we are developing one of the nation's finest local mass transit systems, intelligently operated.

"But today's standards will be outmoded tomorrow—before the expiration of the 1960's," he said. "We must discipline our thinking and be guided accordingly."

ACTIONS OF THE BOARD

At an adjourned regular meeting December 20, 1960, the Board of Directars:

• Agreed to meet January 10, 1961, to review salaries of non-union district personnel, on motion of Director McDonnell.

• Voted to meet January 5, 1961, to consider possible changes in Transit District Law, on motion of Vice President Bettencourt.

• Authorized $5,000 offer to Russell Beninger, head of Beninger Transportation Service, in settlement for loss of Richmond-El Sobrante line when district commenced new service in that area, on motion of Vice President Bettencourt.

• Curtailed size of exterior advertising posters on new fleet of "Transit Liners," on motion of Vice President Bettencourt.

* * *

At the regular meeting January 4, 1961, the Board of Directors:

• Elected Director Bettencourt president of board, on motion of Director McDonnell; and elected Director Copeland vice president of the board, on motion of Director Coburn.

* * *

At an adjourned regular meeting January 5, 1961, the Board of Directors:

• Considered several amendments to the Transit District Law and referred them to Attorney Nisbet for wording and further consideration at a later date.

* * *

At an adjourned regular meeting January 10, 1961, the Board of Directors:

• Referred to Committee on Finance a study of salaries for non-union district personnel, on motion of Director Barber.

TRANSIT TIMES

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1106 Broadway

Oakland 7, California

Telephone OLympic 3-3535

Alan L. Bingham, Editor

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WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
PAUL E. DEADRICH . . . . . Ward V

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

Santa Clara Picks Up Tab On New Bus Lines Service

The City of Santa Clara is covering any losses on two new bus routes as result of an unusual subsidy agreement made with San Jose City Lines.

The contract enabled the bus company to establish two new lines between major neighborhoods and downtown shopping areas.

City officials will pay for losses for at least a six-month trial period. If patronage increases, the subsidy could continue until the lines become self-supporting, according to terms of the agreement.

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For the Good of Your Community

Vol. 3 No. 10 OAKLAND, FEBRUARY 1961

MAR 2 1961

New Coaches Spark Rider Increase; Operating Results Exceed Estimates

After three months of operations, AC Transit reported this month that the district is living up to its promises to the taxpayer.

Operating results are better than engineers had expected, according to the first full financial statement made by the district to the board of directors since taking over from Key System Transit Lines last October.

Revenue was sufficient to pay all expenses and provide funds for bond servicing and equipment replacement, John R. Worthington, general manager, reported.

He said revenue for the period came to $2,917,795. Expenses were $2,609,981, leaving $307,814 available for bond servicing costs.

Patronage Increase

The surplus, for the first three months, was approximately $71,000 more than the projections of engineering estimates that were determined a year ago.

Calculations of the engineering consultants, De Leuw, Cather & Company, provided for sufficient annual surplus reserves to renew equipment as it becomes fully depreciated without the necessity of resorting to a future bond issue for equipment replacement.

Engineers based their figures on a patronage increase of three per cent a year for five years.

In January, passenger revenue showed an increase of six per cent over the entire system, during a month that ordinarily might show a slight decline. However, Worthington pointed out the month had one more week day and one less Saturday than last year, accounting for part of the increase. Weather also was more favorable.

Income Adequate

Sparked by the new "Transit Liners" which went into service Christmas Day, transbay lines showed an increase for the month of 8.8 per cent. Local revenue was up 4.4 per cent, even before the new local equipment went into service.

"Experiences of the first three months strengthens our belief the district can meet its obligations without an increase in taxes," Worthington told the board.

William J. Bettencourt, board president, also stressed the "district is living up to its promises of providing better service at current fares and taxes.

"Considering that the district does a $12,000,000 gross revenue business a year, it is truly remarkable that the esimates and actual income figures are so close."

LOCAL passengers sample new 51-passenger buses ordered for service in 11 East Bay cities by AC Transit. The extra-large buses feature new destination signs, an improved-safety rear door exit, wide seats and aisles and sweeping "picture windows."

Riders Impressed With Luxury Features, Comfort Riding of Big New Coaches

East Bay riders got their chance to enjoy the latest in transportation this month as the first of 125 buses ordered for service in 11 East Bay cities rolled into operation.

Long, wide and streamlined, the 51-passenger buses got a pleased reception from riders, who appeared particularly impressed with the spaciousness of the coach and the wide outside view presented by the "picture windows."

Twenty-five of the ultramodern coaches were ready for service on opening day, with all 125 slated for operation before the end of the month.

The new buses, which joined the fleet of interurban liners already covering transbay routes, provide basic service on the district's major lines. They are being augmented during rush-hour periods with refurbished equipment now on hand.

Test runs were to be made on several other lines to determine if the wide new coaches are practical on hill routes and some of the narrow streets.

Remaining neighborhood lines, where smaller buses are more feasible, will be served by modernized and repainted coaches acquired from Key System.

The local liners feature an improved-safety rear exit door which is operated by the riders when they leave the bus. The coach cannot move while the door is open, putting the passenger in control during alighting.

Other improvements include 36-inch wide seats, an added strip of window space so standees can see out without stooping, fluorescent lights, low entrance step and varying color schemes.

As the new coaches go into service, outdated gasoline driven buses are being removed. Seventy-five were slated for retirement in January while nearly 250 in all will be taken out of service within the weeks ahead.

What the Editors Are Saying About Transit

Oakland Tribune:

Transit's Success

GENERAL Manager John R. Worthington's report to the Alameda-Contra Costa Transit District that income is running above expectations is an encouraging piece of news in the formerly dreary history of traction in Oakland.

Mr. Worthington's report states that during the first three months of operation, the district netted $71,000 more than consultants had estimated before the district took over Key System.

We wish to congratulate the new district on the initial success of its operation, but we agree with Mr. Worthington that over-optimism can be dangerous.

What the picture shows is that the public is accepting the better service offered by the new district and likes the new equipment—the big modern buses.

However, Key System paid certain taxes from which the new district is exempt and this could well contribute to a portion of the improved current income.

The general manager also pointed out that the higher net income is due partly from two extra working days this January, over a year ago.

We fervently hope that Mr. Worthington's pledge to hold fares at the present level and to avoid a tax increase can be maintained, but the district still needs a vast increase in riders before it can consider itself out of the weeds.

But, we repeat, the news is encouraging.

New Signs Tell Bus Route, Destination

New destination signs, designed to give riders better information on where each bus is going, have been installed on the fleet of "Transit Liners" put into local service this month.

Head signs, in large white letters against a black background, feature the main street used by the bus or, in some cases, the city destination.

Additional street information and points of interest is posted in smaller letters. Side signs also carry route and destination.

On long routes, the signs are changed by the bus driver at different locations to help waiting passengers understand the bus route through East Bay cities.

The signs, which complement the "new look" of the motor coaches, are designed to revive the traditional custom of identifying a line by its route, such as the "Shattuck Ave. Line," instead of merely by number.

Committees Appointed by New President of Board

Committee appointments made by William J. Bettencourt, president of the Board of Directors, at the February board meeting include:

Projects Development—William H. Coburn, Jr., chairman; Robert K. Barber and Paul E. Deadrich, members.

Finance—John McDonnell, chairman; William E. Berk and William H. Coburn, Jr., members.

Personnel and Public Relations—Robert K. Barber, chairman; William E. Berk and Paul E. Deadrich, members.

PLAQUE — A memorial to the many groups who made the new Latham Square bus waiting shelter possible is unveiled by Mayor Clifford Rishell (left) and Hugh Tebault, president of Latham Foundation for Promotion of Humane Education.

TRANSFER, PLEASE—Participants in dedication of Latham Square shelter get their souvenir transfers punched by Miss Oakland contestants. From left are Shari Lee Raines, William F. Knowland, editor and assistant publisher of The Tribune; Margo Donze, Mayor Clifford E. Rishell, Sandra Gray and Karen Snyder. In back are William Bettencourt, president AC Transit board of directors; Andre Fontes, chairman of the Oakland Park Commission.

Latham Square Bus Shelter Dedicated

The imaginative new Latham Square bus waiting shelter was dedicated on Feb. 14 in a program that made colorful use of a Valentine Day theme.

Pretty girls, flowers and singing birds helped to set the Valentine background for the ceremonies, which featured the unveiling of a plaque.

Civic leaders who participated arrived in one of the new AC Transit buses, led by a motorcycle escort from the Oakland Police Dept.

As they left the bus, the celebrities carried giant transfers, which were perforated by a big punch operated by two contestants in the current "Miss Oakland" competition.

They were then taken to the speakers stand by Horizon Club members from the Oakland Council of Camp Fire Girls.

Flowers, donated by neighboring Rhodes, were distributed to women in the audience by still more pretty girls.

Plaque Unveiled

Andre T. Fontes, chairman of the Oakland Park Commission, as chairman of the day, introduced civic leaders and representatives of sponsoring groups.

Official presentation of the structure was made by Hugh Tebault, president of the Latham Foundation for the Promotion of Humane Education. Mayor Clifford Rishell accepted in behalf of the city and unveiled the plaque.

The plaque pays tribute to the various groups which contributed to the achievement of the dramatic new shelter.

William J. Bettencourt, president of

SPECIAL VALENTINE—Flowers, singing birds and pretty girls carried out the Valentine theme in dedication of Latham Square shelter, built in heart of downtown Oakland for bus riders.

AC Transit's board of directors, spoke on "More Than a Bus Shelter," while J. R. Knowland, publisher of the *Oakland Tribune*, and William F. Knowland, editor and assistant publisher, paid tribute to those responsible for re-development of the historic spot.

The new structure replaces a shelter that served generations of bus and street car travelers. Landscaping by park department crews accents the structure and its adjoining Latham Fountain, erected in 1913 as a memorial to pioneer residents James H. Latham and Henrietta Marshall Latham.

Special Features

Sponsors of the planting include the Business Men's Garden Club of Oakland and eight Horizon Club groups.

As a special feature, the shelter, designed by Oakland architect Walter Bearden and landscape architect Amedee McSourdry of the park department, includes an aviary occupied by colorful birds.

Phone booths and special newspaper dispenser racks are built into pillars, while waiting riders will find pastel-tinted benches placed under recessed lights and electric heating elements. A stainless steel drinking fountain also is included, together with system maps showing AC Transit lines.

The project has been financed by neighboring property owners, and business establishments, by the Latham Foundation, and AC Transit, in cooperation with the city's park and street departments.

'A Seat for Every Rider'

Buses Added to Carry Traffic Increase

Commuter service on more than half of the transbay lines operated by AC Transit was expanded during the month to accommodate an increase in riders.

Sixteen additional buses were routed into service during morning and evening peak commute hours, in line with the district's stepped-up program of providing a seat for every rider.

In the morning hours, the buses have been worked into schedules of the B—Lakeshore, E—Claremont, F—Berkeley, G — Albany, K — Havenscourt, L — Richmond, N—San Leandro, O—Alameda, and R—Hayward lines.

In the evening, an additional bus has been added to Line A, leaving Broadway in Oakland for San Francisco.

A minimum of seven extra buses also have been stationed at the Transbay Transit Terminal in San Francisco, to be used as needed.

The upswing in commuter traffic was attributed by General Manager John R. Worthington to the new equipment which went into service Christmas day.

Directors Vote Employee Salary Boost

Salary increases averaging 6 per cent have been granted to 130 AC Transit supervisory and clerical employees at an annual cost to the district of $45,000.

The board of directors also have agreed to a study of job classifications and the establishment of salary ranges for all non-union personnel, in an effort to simplify the employee practices inherited from Key System Transit Lines.

The individual salary boosts for non-union workers followed similar increases granted 1,100 bus operators and maintenance personnel last October.

Director John McDonnell, finance committee chairman, said the increases were necessary to bring salaries of these employees in line with the wages now paid to bus drivers and maintenance workers.

Salary raises for several key personnel including General Manager John R. Worthington were held in abeyance pending further study. The increases, however, affected nearly all non-union employees in the maintenance, transportation, purchasing, safety, accounting and treasury departments.

The increases were made effective as of the first of this year.

In line with the increases, the board elevated Kenneth F. Hensel, operations manager, to the new post of assistant general manager.

Employment Office Moves Back Downtown From Division 2 Yard

The employment office, after a 12-year stay in Emeryville at Division 2, 45th St. and San Pablo Ave., has moved back downtown to 1106 Broadway to make it more convenient for job applicants.

In years past, the employment unit has moved from downtown, to 40th St. and Yerba Buena Ave. in Emeryville, back downtown, then out to 45th and San Pablo—all since 1948.

The new office is on the fourth floor, in room 408, and is open weekdays from 8:30 a.m. to 4 p.m.

Harold Davis, personnel manager, has the help of two new employees, Frank Curcio, assistant to the manager, and Mrs. Adele Bradley, secretary, plus Martin Reite, employment supervisor, who moved in from Division 2.

SAFETY DEMONSTRATION—Donald J. Potter, general superintendent of transportation, shows how 10 large windows on new buses swing open as emergency exits.

Improved Safety of Window Exits Tested

The 10 large emergency window exits on new interurban buses already have proven safe and effective as the result of an unexpected test.

When one of AC Transit's buses was struck nearly head-on by a pick-up truck recently on the Bay Bridge, the single front door of the bus became jammed.

The driver, following instructions posted beneath each window, quickly popped open two of the big view windows and, with the help of a passenger, aided the other 10 riders to climb from the bus.

The incident clearly demonstrated the effectiveness of having 10 windows as emergency exits, according to General Manager John R. Worthington.

An accident might block both doors but could hardly block all the windows on both sides of a bus, he pointed out.

A metal plate below each window carries the simple instructions: "For emergency escape, push out window at bottom."

The window swings out with hard pressure. It is hinged at the top, so does not fall to the ground.

This new type of window exit is approved by the Interstate Commerce Commission and the California Public Utilities Commission and is standard on all latest model interurban and long distance buses, Worthington said.

Because of the large number of window exits, the new interurban Transit Liners are far safer than older model buses with two doors, he said.

The 175 new coaches for local and express service will have a front and rear door for greater facility in loading and unloading, but also will contain the large escape windows as an added safety feature.

ACTIONS OF THE BOARD

At an adjourned regular meeting January 10, 1961, the Board of Directors:

• Reviewed improved emergency exit facilities on new interurban buses.

• Referred consideration of salary adjustments for some 130 supervisorial and clerical employees to Committee on Finance, on motion of Director Barber.

* * *

At an adjourned regular meeting January 19, the Board of Directors:

• Approved salary increases averaging six per cent to supervisorial and clerical employees, effective January 1, 1961, on motion of Director McDonnell.

• Authorized a study of job classifications and the establishment of salary ranges for all non-union personnel, on motion of Director Coburn.

* * *

At the regular meeting February 1, the Board of Directors:

• Received a report from the General Manager on results of operation (Details, Page 1).

• Authorized preparation of specifications for the purchase of new bus tokens to fill a shortage in the number required for daily use, on motion of Director Barber.

• Approved district membership in the American Transit Association, on motion of Director Barber.

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

• Received notice from Beninger Transportation Service that the firm will seek $15,000 in settlement for loss of its Richmond-El Sobrante line when the district commenced new service in that area. The AC Board of Directors, which had proposed a $5,000 settlement, voted to withdraw the offer, on motion of Director Coburn.

• Approved lease of property adjoining Division 4 terminal at Seminary Ave. and San Leandro St., Oakland, for temporary storage of surplus bus equipment, on motion of Vice President Copeland.

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Vol. 3 No. 11

OAKLAND, MARCH 1961

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MAR 22 1961
UNIVERSITY OF CALIFORNIA

Inter-city Express Gives Fast Service To District Riders

A new city express system went into operation late this month, with an enthusiastic send-off from the four cities now linked by fast, direct service.

The cities, Oakland, Berkeley, San Leandro and Hayward, cooperated in launching the 55-mile network of express lines, first of its kind for the East Bay.

A fleet of special air-conditioned "Transit Liners" were put into service by AC Transit to handle the new express operation.

By traveling on freeways where possible, and with a limited number of stops, the express buses cut existing travel time by public transit in half.

The system is operating between Berkeley, Oakland, East Oakland, San Leandro, San Lorenzo, Hayward and Fairway Park.

As far as the public was concerned, one of the most attractive features in connection with the start of service was the free rides given on the first day, March 20.

Merchants stood most of the treat, offering the free rides from 9 a.m. to 4 p.m. as part of the program of introducing the new transportation achievement.

Several of the downtown Oakland stores also had window displays calling attention to the new service.

Newspaper ads, sponsored by mer-

(Continued on Page 2)

Bill to Divert Bay Span Tolls Arouses Area-wide Opposition

Civic and business leaders of the East Bay joined AC Transit this month in all-out opposition against Senate Bill 499 which would divert Bay Bridge revenues from the improvement of transbay traffic facilities.

The proposed legislation would allow use of Bay Bridge tolls to remodel the Transbay Transit Terminal in San Francisco for the accommodation of commuter buses from San Mateo and Marin counties.

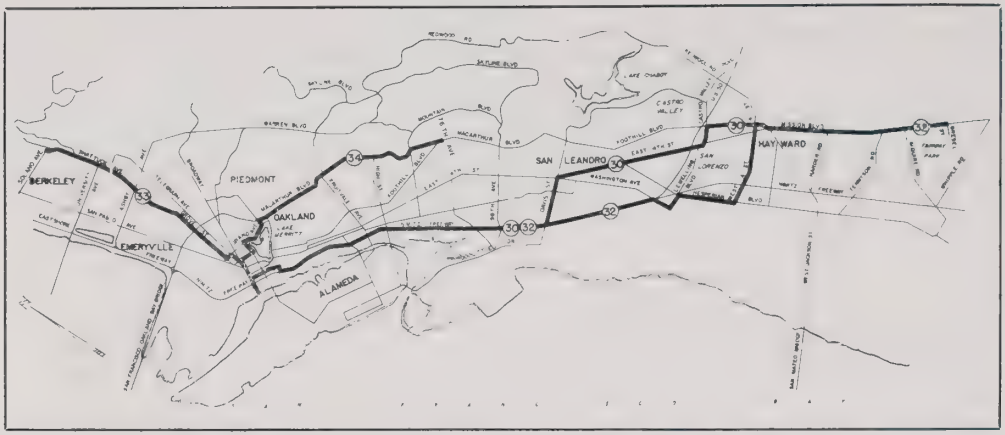
The district, in mapping strong opposition to the measure, pointed out it would jam the terminal and bog down operations and future expansion plans of AC Transit into San Francisco.

The measure would give privately-owned transportation lines that do not pay any Bay Bridge tolls a "free ride" in using facilities that have been largely paid for by East Bay commuters.

Legislative representatives of the two East Bay counties serviced by AC Transit, city and county governments and civic groups, chambers of commerce and individual commuters were urged to join in protesting provisions of the bill before the State Senate.

In a resolution condemning the bill, the transit directors pointed out it would divert Bay Bridge toll revenues to construc-

(Continued on Page 6)



CITY EXPRESS—Shown on map are routes of new rapid inter-city express, which link East Bay communities with direct service, halving travel time.

Cities Proclaim Fast, Direct Service

(Continued from Page 1)

chants, the Oakland Shopping News and by the transit district, appeared in various publications before the express started.

Proclamations were issued by the mayors of the four cities during the week of March 13 and special stories also were carried in East Bay newspapers.

Eleven billboards along the express routes will be used by the district for the next two months to tell riders about the service and to give them average running times from the billboard locations to downtown Oakland.

Posters were carried in district buses, urging the public to ride the new express. Timetables were distributed at city halls, chambers of commerce, to merchants who requested them, in transit offices and on the buses.

Announcements also were made on the district's John K. Chapel radio spots at 7:45 a.m. and 12:15 p.m.

Coach stops used by the express lines have been marked by large temporary posters. The timetable for the particular line also has been printed on posters to help acquaint the public with the new service. Permanent signs denoting the express stops will be installed on the top of coach stop poles.

The express service is operating during midday and commuter hours five days a week, Monday through Friday.

Because of parking problems faced by most drivers, the service is expected to compete with speed and convenience of private automobiles, plus providing a more economical and more relaxing ride.

Line 33 Berkeley-Oakland Express operates every 10 minutes during peak hours and every 15 minutes during midday.

Line 34 MacArthur Blvd. Express from 76th and MacArthur to Jack London Square, has the same headway.

Line 30 Oakland-Hayward Express, serving San Leandro, runs every 15 minutes during commuter hours and 30 minutes during midday.

Line 32 Oakland-San Lorenzo-Hayward-Fairway Park Express follows the same frequency schedule.

Fares are the same as those charged on local lines.

What the Editors Are Saying About Transit

Oakland Tribune:

Transit Robbery

THE Alameda-Contra Costa Transit District is quite justified in its opposition to a bill now before the State Senate which would work a distinct hardship on Eastbay commuters using the Bay Bridge.

In terms that may escape the casual reader this measure seeks to appropriate Bay Bridge revenues for remodeling the bridge terminal in San Francisco—the old Key Terminal—to accommodate bus lines other than those now using the Bay Bridge.

The kicker in this proposal is that these other buses would not haul Eastbay or San Francisco commuters back and forth daily across the bridge. They would be buses bound for San Mateo and Marin Counties.

Anyone with the slightest grasp of Bay Area geography will immediately realize that these other bus lines will not pay one cent in Bay Bridge tolls although they stand to benefit handsomely by renovation of a terminal paid for chiefly by Eastbay commuters.

The AC Transit District says it intends to increase its rush hour service between Oakland and San Francisco and vice-versa. And the AC District logically points out that the San Francisco Terminal is now near capacity and additional schedules for private transportation lines will bog down operations.

But even if the terminal would not be overloaded by San Mateo and Marin bound buses, why should these areas be given a free ride at the expense of Eastbay commuters. This isn't a question of charity—it's one of equity.

We agree with the AC Transit general manager John R. Worthington when he says this bill is a "blank check" for privately-owned transportation systems to muscle in on a bonanza they are not morally entitled to—despite the pressure and propaganda handed out by San Francisco.

And we further feel that since the bill was actually introduced at the behest of the State Department of Public Works, its Marin and San Mateo County authors —along with works department spokesmen—are being less than honorable in denying this is the situation.

It is not our intention to play dog-in-the-manger and foreclose on passenger carrying buses using the San Francisco Terminal. All we ask is that adequate charges be levied to carry out the physical job of remodeling the terminal without the use of Bay Bridge funds.

Protests to the State Senate on the present provisions of this unfair bill should be made by all Eastbay commuters, cities, counties, chambers of commerce and civic bodies.

Speakers Available to Report on Progress of Transit Improvements

Educational programs have been developed by the transit district to keep East Bay residents informed on the progress of transit improvement and future plans.

Speakers from the district are available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours.

SPARS IN THE SKY—Masts stand against the skyline as the salmon fishing fleet rides at its Estuary moorage, waiting to leave.

Transit Trails

Oakland Pier Picked For Trip of Month

Editor's note: This is the first of a series of monthly "discovery trips" by AC Transit, planned on the idea that it's fun to go adventuring by bus. For schedules, route maps and a reprint of the trip-of-the-month, riders should call Transit Information at OLympic 3-3535.

By Virginia Dennison

Tucked at the foot of Livingston Ave., a block past 19th Ave., is one of Oakland's most picturesque—and little known—wharves. And this is just the time to discover it, while a tremendous salmon fleet is getting ready to pull a silvery fortune from the sea.

It's just right for an adventure by bus and foot, for a spring-fever kind of a day when spars against the city skyline and the sight of men working on their boats is guaranteed to make you envious, a bit dissatisfied, but definitely enthralled.

The fishermen are readying their boats now for the opening of the commercial salmon fishing season April 15 and you'll find outriggers being checked, trolling gear inspected, boats painted. You'll also find 53 boats, big and small, sharing the picturesque Estuary moorage.

Now in its sixth year, the Evans Radio Dock is a one-stop marine station for the fishing fleet from Seattle and other points north and south and for Oakland's own growing fleet of 15 boats.

The fishermen can get fuel, ice, other supplies; pick up what they need from a

VARIETY—Wives like Mrs. Thelma Hatch (left) and Mrs. Jayne Gibney combine housework and fishing.

WHAT'S MY LINE — Johnny Lund works on trolling lines, getting ready for start of commercial season.

marine store, get their laundry, mail and a shower, have a cup of coffee and a sandwich and still sell their fish, without moving their boat.

If you visit the dock before the fleet sails, you'll discover that wives also go down to the sea, standing like pioneer women, shoulder to shoulder with their men.

They take the wheel, keep house and put aside their crocheting (really!) when it's time to help drag in the fish. Like the men, they can also tell some harrowing experiences with storms and with last year's tidal wave—but there's no dimmer on their enthusiasm.

Now, on any day of the week, you'll find boats, but if it's fish you're after and the excitement of seeing a catch unloaded, you'll have to take your chances after the season starts.

The boats usually stay out five to 12 days and come in two at a time, with Thursday, Friday and Saturday a good bet. Then there's a great flurry, as the fish are hauled off, weighed on the dock and loaded on trucks.

An even larger fleet will be operating out of the dock when the albacore season starts on September 29. The search lasts through November, then most of the boats go into winter storage.

To find the pier, take the 83 bus, get off at 15th Ave., walk a short block to 16th and down 16th, over the overpass to 19th Ave., enjoying the view on the way. At 19th, a short block to the south will bring you to the dock. On week-days, you can ride the 80, 81 or 82 express, with a longer walk from the 12th or 19th Ave. stops. On Sundays, all stop at 15th.

Or, if more convenient, ride the 64 bus to East 7th and 23rd Aves., walk west to Kennedy, north on Kennedy to Dennison and down Dennison to 19th, turn right for a block to Livingston.

Either way, it's a pleasant walk of about half a mile.

New Uniforms Approved For Bus Drivers To Match Streamlined Motor Coaches

Bus drivers can now take on a "new look" to match the sleek lines of the "Transit Liners" with the approval of trim, oyster gray gabardine uniforms.

The uniforms feature a sleeve stripe of forest green and persimmon in keeping with the color scheme of the new equipment.

The fitted jackets are of modified military style, zippered up the front, and carry out a streamlined look. They will be waist length for women operators and a bit longer for the men, according to specifications.

A gray shirt, forest green tie and tailored trousers of the same gray gabardine match the jacket. Women operators can wear either a gray shirt or white blouse, with tailored skirts or slacks. The district emblem will be pinned on the jacket, or if the jacket is not being worn, on new forest green hats.

Selection of the new uniform was agreed upon after consultation with district employee representatives. The outfits are now being made by several clothing outlets. Purchase of the new uniforms is on a voluntary basis as existing uniforms wear out.

Supervisors' uniforms will be cut in a three-button, single-breasted businessmen's style, of a lighter shade of gray gabardine. Supervisors will wear the same hats as operators, but with an added metallic band decoration.

In Memoriam

Alan Betzner, 92, who entered service in 1906 and had 34 years as a train motorman when he retired in 1940, died March 5. He lived at 939 Hearst Ave., Berkeley.

John Wylie, 75, Key trainman who went to work in 1918 and was pensioned Jan. 1, 1949, died Feb. 5. He lived at 15879 Hesperian Blvd., San Lorenzo.

Charles B. Duncan, operator pensioned Nov. 1, 1943, after 36 years, seven months service; died Jan. 26, 1961.

Joseph V. Clair, former trainman, pensioned Feb. 1, 1956, after 38 years service; died Jan. 10, 1961.

Sinclair A. Davis, operator, pensioned June 1, 1960, after 35 years service; died Dec. 31, 1960.

Leaders Join Fight Against State Bill

(Continued from Page 1)

tion of facilities not connected with either the improvement or operation of the bridge.

"These tolls would be used to benefit people who don't spend a nickle on the bridge," it was pointed out by William H. Coburn, Jr., a Berkeley director.

John R. Worthington, general manager, stressed that opening the terminal to all commuter buses entering San Francisco would overcrowd the facility to the point of impeding the district's transbay service.

The district pays more than $300,000 a year in bridge tolls and terminal charges and carries 42 per cent of all transbay peak commuter traffic.

The directors also pointed out the construction of a terminal as authorized by the bill has not been stduied as to its engineering feasibility, location, size and relation to freeways and streets in San Francisco and to the plans for regional rapid transit.

Informal Sessions Spark Safety Record

Informal weekly get-togethers, staged by Superintendent Nick Alevizos at the West Contra Costa Division, have not only helped the bus operators to beat their Bogie for February, but have given other divisions an idea to follow.

The gilley room gatherings were started by Nick in February, with the idea of meeting with the drivers, on a voluntary basis, to talk over accident prevention, road calls, and any problems that might be bothering the men.

After a month of meetings, the men could point proudly to one of their best safety records in some time. They went five days in a row without a single accident, to sneak under the Bogie number of 18. As a result, Safety Engineer Gordon Wadsworth recently routed himself out at 3:30 a.m. to have coffee and doughnuts ready for the entire crew.

Wadsworth was particularly impressed with the enthusiasm kindled by the sessions and said he thought they were partly responsible for the "wonderful reduction in accidents" at Division 3. The division had 29 accidents in February last year, 32 in January of this year and a whopping 58 in December.

The men also have the chance, during the Tuesday get-togethers, to chew over a lot of the things involved in operating a transit district—including the quirks of new equipment.

Other divisions plan to follow the idea, Wadsworth said, but probably not in the dunking department, because of the number of operators involved. If there hasn't been an accident for a week, Nick stands treat for coffee and doughnuts. If there has been an accident, the driver or drivers involved do the buying. This is extra to the spread furnished by the safety boys.

Usually, the safety instructor takes part in the get-together, but the agenda covers all problems of operations.

GET-TOGETHER—N. P. Alevizos, superintendent of Division 3, points out typical violations to operators at a weekly talk session. Left to right (standing) W. W. Hankins, C. M. Lee; (seated, facing camera) J. C. Mathis, V. B. Pangelinan; (back to camera) C. D. Young, J. T. Treadaway and S. L. Evans.

DOUBLE FARE — Mrs. Dorothy Torrenga, who has top seniority among women bus operators, has her own brood for passengers—grandchildren (left to right) Donald, 1; Wayne, 4; George Jr., 9; Ronnie, 3; Dorothy, 15, holding Douglas, 1-year-old twin of Donald.

TOP FLIGHT — Fay Engelage, seniority leader among women at Division 4, loves buses, her animals and transbay run.

Women Drivers Tops in Transit Field

Along with new buses and new uniforms, AC Transit can take a bow for its trim women operators, 70 of them, with a work record—and progeny—hard to match in any other transit district.

Topping the seniority list at Division 2 is the "grandma of the 18 line," Mrs. Dorothy Torrenga, who started with Key System Transit Lines in September, 1942.

Seniority honors at Division 3 go to Mrs. Dorothy S. Faria, who came back to the fold in December, 1950, after previous service from 1942-46.

At Division 4, bumping Dorothy Torrenga for all-over top seniority is Fay Engelage, who went to work in December, 1942.

Right behind them, at each division, are a number of other veterans—too many to share the same story, but all part of the crew that has built a firm place in bus operations and a firm place in the hearts of the riding public.

Dorothy Torrenga made her start with Key System on the street cars and saw the last of them in 1948 before she switched to buses. Most of the time she has been on the same run; and, on the 18 line, she's more than an institution. She's the one they depend on for all information, for help with the small fry and for a brief exchange on developments like children or grandchildren.

Mrs. Torrenga, who lives in San Francisco at 701 Fell St., has one daughter, Mrs. Dorothy Dean of Novato, and six grandchildren, Dee-Dee, 14; George, 9; Wayne, 4; Ronnie, 3, and year-old twins, Donald and Douglas.

She has not only noticed an upswing in riders, but a greater interest among her passengers, who have found they can enjoy window shopping from the new buses. Even the school kids, she's also found, are helping to keep the coaches clean, in pride over the equipment.

TIME OUT—Change, please, doesn't always mean the coin box to Mrs. Dorothy Faria of Division 3. Veteran driver, she's also the veteran grandmother of (left to right) Richard Jr., 2; Dee-Ann, 3 weeks; Donna, 3; Denice, 4; Debra, 7; Michael, 3, and David, 5, children of sons Richard and David Faria.

In the grandchildren department, Dorothy Faria is one ahead. Son Richard is the father of Debra, 7; Denice, 4; Richard Jr., 2, and DeeAnn, 3 weeks; while son David accounts for David Jr., 5; Michael, 4, and Donna, 3.

Mrs. Faria, who lives at 5921 Arlington Blvd., Richmond, is a native of Oakland and has been driving since she was 13—and still loves it.

Her favorite run is the 72-San Pablo Ave. line, and, like the other drivers, she has a long list of familiar passengers who have been riding with her for years.

She also has noted an increase in patronage, particularly in business men and well-dressed women.

Sparkling, witty Kay Engelage doesn't think she should mention her "temper," but admits she's trying to follow her boss' advice to "put it in my pocket and keep my hands on it."

A favorite on the R-Hayward line, she has a nighttime clientele that shares her humor and enthusiasm—although one pal got her in trouble by sticking a miniature pipe in her mouth as a supervisor cruised by. As result, she probably is the only woman driver to ever be disciplined for smoking a pipe on the bridge—especially as she doesn't smoke.

Working the bridge is a challenge to Kay and driving a bus is in her blood—she started out on trucks and has always loved "large equipment."

She shares a garden cottage at 4024½ Lyon Ave., Oakland.

From Ships to Buses, Transit Expert Tallies History of Transportation

As the man who put both the ferry boats and the trains to bed, Fred Blatt is something of a historical figure in his own right.

In his 33 years with the East Bay's transit system, Blatt has known what it was to keep the ferries running—and to stop them forever. He had the same experience with trains. And now he has buses under his wing, old ones to keep running and new ones to get un-quirked.

Although he has had his feet on the ground in the business of public transportation for many a year, Fred hasn't quite lost the look of far horizons. His first love, his first job—and his heritage—was with the men who go down to sea.

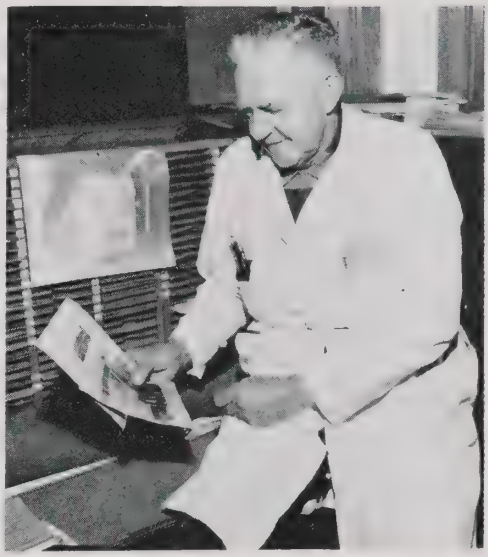
Fred's father, Capt. Julius Blatt, made his first trip to sea when he was a lad of 8, on one of the sailing ships owned by his father, out of Hamburg, Germany.

A noted figure in seafaring channels, Capt. Blatt was 79 when he died at the wheel of a tanker, after it was rammed by an American ammunitions ship in war-confused waters.

Fred was born in San Francisco in 1899, in the "last house on Larkin St.," near the shore of the bay, while his father was building Mile Rock Lighthouse. Fred went to sea in 1917 and by 1925, had his chief engineer's papers. Temporarily shorebound, he took a job with Key System in 1927, plannning to stay three months. By that time he was foreman of the maintenance crew and shore leave looked pretty good.

Ferry boats were his province for the next 13 years and, in 1940, as manager of the marine department, he said the last farewells, staying with the boats until they were sold.

In 1942, Blatt was named assistant superintendent of shop and electric railway



Fred Blatt

He kept them running.

equipment and, in 1952, general superintendent. Again the handwriting was on the transportation wall and Fred saw his shops sold, then his trains.

In 1958, Fred switched to the bus division and, as mid-shift foreman, is one of the most well regarded men at Division 3.

When his sons, Fred, 30, and Gary, 25, were young, Blatt was active in Scouting, the Dads Club, the P.T.A. and Masonic order. But now he admits his greatest activity is garden work with his wife at their home, 23 Ramona Ave., Oakland. They also enjoy their grandchildren, Fred III, 4, Kathy, 2, and expectations of a new one, come April.

MORE INFORMATION

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Montclair Gets Downtown Extension

Residents of Montclair and Broadway Terrace got their first direct bus service to downtown Oakland and Jack London Square this month through extensions to the 59 and 76 lines.

Both lines were extended from their previous terminal at 41st St. and Piedmont Ave., down Piedmont to Broadway, then on to Jack London Square.

The routing gives riders from the hill area a fast, direct trip to main shopping areas and other downtown spots, as well as connections with additional transbay and other local lines.

Running time from the end of either line to 14th St. and Broadway was set at 30 minutes, without any time lost by waiting to transfer. The buses kept the same frequency and approximately the same schedule as previously operated.

Members of Montclair P.T.A. learned about the new service at their March meeting from district representatives.

Members then made an inspection of one of the new "Transit Liners," which are similar to equipment ordered for hill service and due for delivery about May 1. For many of the women, it was their first preview of the ultramodern buses and their reaction was both "amazement" and "enthusiasm."

They were particularly pleased with the wide seats and aisles and the view provided by the large "picture windows."

The women also agreed the downtown service would lure many of them on their first bus ride.

The extensions operate Monday through Friday, holidays excepted, during main daytime hours. In the evenings and on Saturdays and Sundays the lines terminate as in the past at 41st St. and Piedmont Ave.

Until new equipment takes over basic service, operations will be handled by later model diesel coaches.

AC Transit Badges Pinned on 25 Drivers

The AC Transit badge has been pinned on 25 bus operators who completed their training this month. New drivers and assignments include:

Division 2

H. C. Bedwell, 1625 7th St., Berkeley; Burton Williams, 1901 Vine St., Berkeley; B. E. Plympton, 3755 Emerson St., Oakland; H. E. McGee, 600 Page St., Apt. 304, San Francisco; R. C. Herring, 134 E. 16th St., Oakland; G. C. Sumler, 2057 University Ave., Berkeley; Sam Moore, 924 14th St., Oakland; J. A. Bruhn, 1023 45th St., Oakland; W. M. Scott, 1410 Magnolia St., Oakland.

Division 3

J. E. Loskot, 1847 Pullman St., Richmond; H. L. Kenner, 1725 Ohio St., Richmond; E. R. Billie, 415 Mark Ave., Vallejo; Cass Onstott, 438 11th St., Richmond; N. H. Helms, 2013 Macdonald Ave., Richmond.

Division 4

Richard Foss, 31139 Chicoine, Hayward; J. B. Tracey, 1812 Sweetwood Dr., Co'ma; J. L. McKenna, 5705 Walnut St., Oakland; Joseph Northrup, 7627 Garfield Ave., Oakland; C. L. Stansberry, 27725 Tyrrell Ave., Hayward; W. E. Howe, 2436 96th Ave., Oakland; W. F. Hamann, 15332 Laverne Dr., San Leandro; Fred Washington, 1223 - 71st Ave., Oakland; M. R. Keith, 16669 Ehle St., San Leandro; C. O. Thompson, 1626 - 39th Ave., Oakland; Walter Tavres, 4230 Carrington St., Oakland.

ACTIONS OF THE BOARD

At an adjourned regular meeting February 20, 1961, the Board of Directors:

• Approved proposed legislative amendments to the Transit District Law, on motion of Director Barber.

• Approved purchase of 45-passenger "Transit Liners" for use on several neighborhood lines in place of 13 suburban models for transbay service, on motion of Vice President Copeland.

• Approved extension of Lines 59—Broadway Terrace and 76—Montclair to downtown Oakland and Jack London Square, effective March 6, on motion of Director Coburn.

• Agreed to final settlement of purchase price of Key System Transit Lines except for several miscellaneous items which the General Manager was instructed to negotiate toward conclusion, on motion of Director McDonnell.

* * *

At a regular meeting March 1, 1961, the Board of Directors:

• Referred to committee requests for extended school bus service in Kensington, an extension of Line 77—Piedmont Pines in Oakland, and a request of the Alameda City Council for special shopper fares and an all-day Sunday pass, by direction of President Bettencourt.

• Adopted design of new uniforms for bus drivers and supervisors, on motion of Director Coburn.

TRANSIT TIMES

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Alan L. Bingham, Editor

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10

• Authorized inauguration of four new express lines serving Berkeley, Hayward, Oakland, San Leandro and San Lorenzo, effective March 20, on motion of Director Coburn (Details, Page 1).

• Approved return of Line L—Richmond to regular route via Central Ave. upon completion of street repairs, on motion of Director Coburn.

• Established criteria for charter bus service fees and procedures for entering into agreements, on motion of Vice President Copeland.

• Opposed Senate Bill 499 which provides funds for additions to Transbay Transit Terminal, on motion of Vice President Copeland. (Details, Page 1).

TRANSIT TIMES
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Vol. 3 No. 12 OAKLAND, APRIL 1961

District Studies School Bus Problems

Legislative Action, Cooperation of School Board Sought to Solve Cost of Special Student Service

A solution to the intricate, but important problem of providing bus service for students at hill area schools appeared to hinge this month on legislative action and the question of who will pay the costs.

At a recent meeting between representatives of AC Transit and the Montclair-Thornhill Parents Bus Committee, district directors indicated their concern over the problem and promised some answer within the next several weeks as to the extent of school bus service that could be operated by the district next September.

The board of directors long has held the position that school bus transportation properly is a function of the district.

But, in the words of Director William H. Coburn, Jr., chairman of the committee making a study of the complex problem, the district is opposed to buying special school bus equipment for narrow, steep hill streets which would be operated at a loss to the district.

If arrangements were worked out so parents and the Oakland Board of Education shared costs, Coburn said, he would favor the district providing the service.

The Oakland school board has said it will discontinue service now in effect in June and will not provide any school transportation, except to certain handicapped children.

Solution may come from a bill pending in the State Legislature, introduced by Assemblyman Nicholas Petris, which would allow school boards to pay only a portion of bus service costs. The Alameda County district attorney has ruled that under present law the board must pay all the cost or none.

Previously, parents have been contributing to school bus service, but on a voluntary basis.

10-Cent School Fare

Parents of the Montclair area have said they are willing to continue contributing to the costs or to pay the regular 10 cents children's fare if school bus lines are established by the district.

If the way is cleared for AC Transit to undertake bus service at 10 cents a ride and the school district make up whatever deficit is incurred, the final solution may hinge on the Oakland Board of Education as to whether it will make a commitment to this effect.

At stake is the transportation of 370 children in the Montclair area now riding the school's charter buses, plus the students who will be attending the new Skyline High School opening this fall.

Also involved is service to other hill area elementary and junior high schools.

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What the Editors Are Saying About Transit

Oakland Tribune:

Express Appreciation

AC TRANSIT's new inter-city express system has not only improved the bustling metropolitan appearance of downtown Oakland, but it has provided the first swift transit link between Oakland, Berkeley, San Leandro and Hayward.

The critical test of any transit system, of course, despite the beauty of the new and comfortable coaches, is patronage—and preliminary results indicate it will pass this test cum laude.

The basis of this prediction comes from General Manager John R. Worthington, who says that the new system has quickly drawn many more patrons than could be normally expected in a new operation. Also, since the new AC District took over from Key System, there has been a significant rise in patronage.

This is a hopeful sign. But the new express lines have added 90,000 route miles annually and $50,000 in operating costs to give the Eastbay the service it has long desired. In order to financially meet these whopping totals of miles and dollars, the system must have a quarter of a million passengers.

While this passenger load sounds fantastic, there are indications that it will be met. On the day the service was inaugurated nearly 7,000 passengers boarded the express lines. Some of these were riding commuter buses for the first time and reported the experience in glowing terms.

Not only are passengers happy with the long-awaited new service and equipment, but merchants in all the connecting areas have reported their enthusiasm also. Congratulations to the new AC Transit District and our best wishes for the future.

Bus Tokens to Match Streamlined Look

AC Transit is going to have new bus tokens, in keeping with the streamlined "new look" already illustrated by the latest equipment and uniforms.

The tokens will be the first new design for the public in 14 years, since National City Lines took over from the Key System.

Bids already have been requested for the tokens and they will go on sale for use throughout the district this summer.

The new design calls for a circular bronze token with the district emblem in the center. The district's name will be on one side and "good for one local fare" will be lettered on the other side.

Existing tokens will continue to be honored for several months after the new

ones are ready. As the old tokens are collected, they will be replaced with the new models.

Customers Drop $1,000,000 in Coin Box To Make March District's Top Month

Over $1,000,000 was dropped into the fare box by passengers during the month of March, sending AC Transit into the seven figure plateau for the first time since taking over from Key System Transit Lines.

The previous high was reached in December, when fare revenue totaled $988,-899, according to General Manager John R. Worthington.

The district is continuing to show a steady, healthy increase in riders, he told the board of directors.

Transbay bus travel for the month was up 8.5 per cent over last year, while patronage on local lines was up 3 per cent over March, 1960.

The new express service doubled its revenue in the first two weeks of operation, moving from $600 daily revenue at the start to more than $1200 by the end of the second week.

Worthington said the express service "is going along in pretty good shape, but revenue of at least $1500 a day is necessary to assure continued operations."

He termed "most important and satisfying" the fact that express service was not robbing parallel local lines of patronage, but was attracting new riders—most of them apparently using bus transit for the first time.

District service has been increased 14 per cent in the past three months, as result of the addition of new lines and line extensions, Worthington also disclosed.

Opposition Mounts Over Bay Toll Diversion

Opposition against Senate Bill 499 mounted throughout the East Bay this month as cities and representative organizations moved against legislation which would divert Bay Bridge tolls for use other than in transbay traffic improvements.

Already on record against the bill are the cities of Alameda, Albany, El Cerrito, Emeryville, Oakland, Richmond, San Pablo and San Leandro.

Groups in opposition include Local 192 of the Carmen's Union, Emeryville Industries Association, Alameda County Central Labor Council, Alameda County Mayors Conference, Contra Costa County Mayors Conference, Oakland Chamber of Commerce, San Lorenzo Village Homes Association and El Cerrito Chamber of Commerce.

Working with the East Bay communities in united opposition to the bill is Assemblyman Walter I. Dahl who in the past has spearheaded much of the legislation to improve public transportation in the Bay Area.

The proposed new legislation would permit the use of Bay Bridge revenues to remodel the Transbay Transit Terminal in San Francisco so it could be used by commuter buses from San Mateo and Marin counties. The measure was introduced by Senators Richard Dolwig of San Mateo County and John McCarthy of Marin County.

Opponents point out the privately owned lines who do not pay Bay Bridge tolls would be getting a "free ride" at the expense of transbay commuters who pay the cost of the improved transit facilities.

Opening the terminal to all commuter buses entering San Francisco also would overcrowd the facility to the point of lowering the quality of transbay commuter service to the East Bay cities, according to AC Transit officials.

CAMPUS VIEW—This is a new look for most visitors, across the fountain which now fronts Sather Gate, to South Hall and the Campanile in background.

Transit Trails

U.C. Has Surprises For Trip of Month

By Virginia Dennison

The Berkeley Campus of University of California means many things to many people, but if you have never approached it as a tourist, you're missing a pleasant surprise.

The campus isn't only for students. The public can enjoy a number of exhibits, some wonderful views, a historical spot or two and a beautiful and interesting botanical garden—bursting out all over now in blooming cactus.

On Sundays, particularly, the campus will be yours. You can picnic on the grass, enjoy the sun and the splendid architecture of the Greek Theatre—or the brand new view from the Student Union, with its rooftop peek at the campus and the wide world of the East Bay.

Some of the exhibits are open on Sunday; as many, probably, as you want to sample in one day. For the others, plan a weekday or Saturday morning trip. The campus is fun and exhilarating at any time. Besides—it's educational.

This is one adventure, incidentally, where it's not only more convenient, but pretty necessary to take the bus. Automobiles are just not welcome.

A highlight of any tour of the campus is a visit to the spectacular botanical gardens at the head of Strawberry Canyon. It's a beautiful walk, of about two miles, from the Greek Theatre, along the upper side of the stadium, out North Canyon Road past Stern pool and the Strawbery Canyon recreational area.

The nearest bus point is the 51 line stop at College Ave. and Bancroft Way or the 7 line stop at Euclid and Hearst Aves. It shouldn't be missed, especially in its Springtime brilliancy. It's open 9 to 4 daily (10 to 5 during Daylight Saving). Even has a few picnic tables for your use.

A number of AC Transit buses will take you to the campus, but for a convenient approach via Sather Gate, take the 51—College Ave. or the 40—Telegraph Ave. to Bancroft and Telegraph.

The striking new building off the intersection is Student Union. Look around on the way, but take the elevator to the roof garden for that wonderful view. The building is open every day at 8 a.m. except on Sunday, when it opens at noon time.

Up Bancroft, near College, is Kroeber Hall, with its anthropological and archaeological specimens. The Robert H. Lowie Museum, of special note, currently is concentrating on ancient Peru. It is open 1 to 5 p.m., Tuesday through Sunday.

AFRICAN HILL — Cactus and succulents from South Africa put on a showy display at U.C. botanical garden.

WHAT IS IT? Skull of a Synthetoceras, from the Pliocene period, keeps a resurrected eye on visitors to Hearst Mining Building on U.C. campus.

Bacon Hall, on the hill side of the Campanile, dates back to 1881 and is now enjoying its final days. Its extensive collections of minerals and ores, along with paleontology exhibits from the Hearst Mining Building, soon are to be moved to the new Earth Sciences Building. Both buildings are open 8 to 5 weekdays, and until noon time on Saturdays.

Other exhibits of interest are in Cory Hall and the Life Sciences Building. And don't miss the library, with its Drake Plate and Codex Fernandez Leal, a pre-Spanish Mexican Indian document. It opens at 1 p.m. on Sundays.

The Art Gallery currently is displaying paintings from the Whitney museum and is open 12 to 6 daily. Happy holiday!

Telephone Information Service Expanded To Give Speedier Service to Transit Riders

One of AC Transit's most sensitive contacts with the public—the telephone information bureau—has been overhauled and expanded to provide speedier service.

Nearly twice as many information clerks now are on duty to answer the hundreds of daily telephone calls regarding transit services, according to General Manager John R. Worthington.

Large route maps have been posted in bureau quarters for ready reference. In addition, coded files containing detailed information on the district's 70 transit lines have been provided each clerk, so that questions can be answered quickly and easily as possible. The office also has been enlarged and modernized for more efficient operation.

PROMPT SERVICE — New and expanded quarters for Telephone Information Bureau aid clerks in providing speedy answers to hundreds of daily questions on service. Manning telephones from front to rear are Vivian Lueckfeld, Gladys Butler and Supervisor Genevieve Parker.

Improvement of the information service was given top priority when the district acquired Key System Transit Lines, Worthington said, to prevent long delays sometimes encountered by patrons seeking information.

"We also are insisting on absolute courtesy," he added.

Two operators are posted at the main telephone switchboard, located at the district's Emeryville division at 45th St. and San Pablo Ave. Three additional clerks are stationed at special nearby desks and telephones to handle the varied questions received during peak hours.

Questions generally concern information on how to reach a particular destination. But occasionally the answers are not readily available, according to Supervisor Genevieve Parker.

One caller, for example, wanted to know the correct bus to take to a MacArthur Blvd. motel. He was unable to remember the location, but after a moment's thought, added: "It's the one with the blue bedspreads."

Questions regarding pet dogs on buses are easily answered. They are permitted if enclosed and concealed in a box.

One recent caller, however, was not satisfied with the answer. She owned a large German shepherd.

The clerks sometimes must ask information before they can give the correct information. In one such case, they asked a prospective rider, "Where do you board?"

The answer: "I don't board. I live at home."

The information service has its busiest moments during the working day, but clerks also have numerous night calls—especially during TV commercials.

Service Expansions

District Continues to Give Improved Transit

A number of service expansions were put into effect by AC Transit during the month, in line with a continuing series of improvements.

Direct transbay express service between the Berkeley hill area and San Francisco was increased from four to five morning trips by the addition of an express bus to the F—Berkeley line. The new schedule leaves Grizzly Peak Blvd. and Spruce St. at 7:41 a.m., arriving in San Francisco at 8:27 a.m.

Service to the Fairway Park area of Hayward on the new 32—San Lorenzo Express was increased by an additional morning trip leaving Fairway Park at 5:49 a.m. Another new trip leaves Fairway Park at 3:33 p.m.

During the afternoon and evening commuter hours, express buses leaving Grand Ave. and Broadway in Oakland beginning at 1:56 p.m. were extended through to Fairway Park.

Residents of Berkeley's Grizzly Peak area and along Euclid Ave., also received improved service through extension to the 75—Grizzly Peak line.

The extension gave residents of the hill area direct service to the downtown Berkeley business area. It also doubled the bus operations along Euclid Ave., giving riders in that district a bus along Euclid every 15 minutes.

The change takes the 75 bus from its previous terminal at Euclid and Grizzly Peak Blvd., down Euclid to Hearst Ave., to Shattuck Ave., to Addison to East Shattuck to University. Earlier service also was provided.

Extension of the 77—Piedmont Pines line also became effective during the month. The new route extended the line from Ascot Dr. and Skyline Blvd. along Skyline to Castle Dr., returning to Ascot along Melville Dr.

NEW SERVICE—Ann Castle explains 77—Piedmont Pines extension to Mrs. James F. Wemmer of 2 Waldeck Court while Karen, 5, and David Wemmer, 3, listen in.

Evening commuter service from downtown Hayward to San Leandro and East Oakland was expanded with the addition of five extra schedules to the new 30—San Leandro Express.

The expansions, made at the request of store employees in the Hayward area, added buses at 5:45, 5:55, 6:10, 6:30 and 6:55 p.m. for the 18-minute trip to San Leandro.

The extra buses operate over the regular route to Davis St. in San Leandro, then continue westbound on East 14th St. as far as Seminary Ave.

Morning express service on the L—Richmond line was further increased from six to seven bus trips, providing more frequent non-stop express service. The new schedule leaves the end of the line at 6:37 a.m., arriving in San Francisco at 7:20 a.m.

ACTIONS OF THE BOARD

At an adjourned regular meeting March 22, 1961, the Board of Directors:

• Approved boundaries and fares for a new transit zone in Hayward south of Tennyson Rd., on motion of Director Coburn.

• Authorized members of board of directors and staff to attend regional meeting of American Transit Association, on motion of Director McDonnell.

• Approved extensions to Lines 7—Arlington Ave., 75—Grizzly Peak and 77—Piedmont Pines, on motion of Director Coburn.

• Agreed to form and content of financial reports on district operation to be submitted periodically to board of directors, on motion of Director McDonnell.

• Approved appointment of Cooperative Personnel Services of the California State Personnel Board to conduct job classification and salary range study, on motion of Director Deadrich.

• Declared as surplus 189 White buses and authorized the General Manager to negotiate for their sale, on motion of Director Barber.

* * *

At a regular meeting April 5, 1961, the Board of Directors:

• Opened two bids for the manufacture of new bus tokens and referred the proposals to the General Manager for review, by direction of President Bettencourt.

• Heard representatives of Montclair area on petition for district operation of school bus service. (Details, Page 1).

• Authorized the General Manager to commit funds up to $3,000 for items of capital outlay, on motion of Director Barber.

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Alan L. Bingham, Editor

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Vol. 4 No. 1
OAKLAND, MAY 1961

Assembly Adopts Bill to Solve Special School Bus Costs

Legislation, which would provide a division of costs for special school bus service between students who use it and the Oakland school system, has been approved by the Assembly in Sacramento.

The bill was introduced to help prevent the loss of school bus service in the Oakland hill area. If approved by the Senate and signed by the Governor, it can become a law in time for the start of service this fall.

The measure relieves school districts from part of the financial burden in furnishing school bus service and provides, instead, for an equitable distribution of costs between parents of students involved and school taxpayers.

It was introduced by Assemblyman Nicholas C. Petris of Oakland at the request of hill area residents whose children face the loss of bus service next fall. The bill was combined with a similar one by Assemblyman Edwin L. Z'berg of Sacramento and was approved first by the Assembly Education Committee.

The bill would allow AC Transit to operate the service, collecting a regular fare from students and meeting any excess costs from a minimum guaranteed by the Oakland Board of Education.

(Continued on Page 6)

New Bill to Divert Bridge Tolls Opposed By East Bay Leaders

Another attempt to divert Bay Bridge tolls for Marin County and peninsula commuters has been met with renewed opposition in San Francisco and the East Bay this month.

AC Transit and area leaders joined in new protests after a second bill was introduced in the State Legislature to divert Bay Bridge revenue for reconstruction of the Transbay Transit Terminal in San Francisco for benefit of buses which do not pay any tolls.

An earlier bill brought before the State Senate aroused such protest that proponents agreed not to push it before the Senate Transportation Committee.

The new bill, introduced by Senator Eugene McAteer of San Francisco, contains the same provisions as the first measure, with the additional authorization for construction of a heliport on the terminal roof.

If the bill is approved, bus services which pay no Bay Bridge tolls would be getting the benefit of facilities paid for largely by East Bay commuters, Transit Director Robert K. Barber pointed out. The resultant crowding also would seriously hamper district plans for increasing transbay service, he said.

The directors unanimously voted to oppose the latest bill and to again seek support of area groups.

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Veteran Transit Director Resigns

Paul E. Deadrich, a veteran member of the AC Transit board of directors, announced his resignation this month.

Deadrich said he plans to move his home from Hayward to Tuolumne County at the end of the school year where he will operate a law and real estate office in the Sonora-Twain Harte area.

Representative of Ward V, including the area of Hayward, Castro Valley, San Lorenzo and portions of San Leandro, Deadrich was elected to the first board when the district was formed in 1956. He was re-elected in 1958 to a four year term.

Paul E. Deadrich

A well known San Leandro attorney and member of a prominent family of the area, Deadrich has been active in a number of civic groups, including the San Leandro Chamber of Commerce, Chabot Lions Club, Broadmoor Men's Club, Family Service Agency of Central Alameda County and San Leandro Welfare Council. He also has been active in the Southern Alameda County Bar Association.

The resignation was accepted by the board with "deep regret."

Board President William J. Bettencourt, also of San Leandro, cited Deadrich as a "very devoted, dedicated and high-principled member of the board—one whose vacancy will be difficult to fill."

Director Robert K. Barber of Kensington said Deadrich "actively, progressively and most forthrightly assisted the board in what progress the district has made."

Chicago Transit Shows Decrease in Revenue

CHICAGO—Passenger revenue of the Chicago Transit Authority amounted to $11,073,470 for the month of March, a decrease of $634,922 or 5.42 per cent as compared with March, 1960.

The amount was adequate to cover operation and maintenance expenses, debt service requirements, but left a deficiency of $479,201 in the $896,918 monthly provision for depreciation reserve.

MORE INFORMATION

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What the Editors Are Saying About Transit

Oakland Tribune:

Caught in the Middle

THE PARENTS of a considerable number of Oakland school pupils are now caught in the middle of what presently appears to be a squabble between the Oakland Board of Education and the new AC Transit District.

The fight is over payment for bus service provided Oakland pupils attending schools located well off regular AC bus runs.

At present no real battle lines have been drawn between these two organizations—nor should there be. Yet from such differences grow unpleasant feelings in which both sides entrench themselves behind untenable positions that only work to the detriment of the public.

What seems to be needed now as a means of extricating both sides from the dilemma are frank three-way talks between the board, the parents' groups and the AC Transit District.

At least such discussions would serve to keep the situation from further deteriorating into a rock-throwing contest between two public bodies. And the presence of parents—who are also voters—may help greatly in both organizations reaching some equitable compromise.

The problem involved is simply this:

The Oakland Board of Education has not budgeted any funds during the next school year for bus transportation to out-of-the-way schools such as the new hill area high school.

The school board says it can't afford to budget any monies because state law requires that if it pays any portion of the cost it must pay it all.

The Transit District on the other hand claims it cannot subsidize Oakland school bus service on the grounds the district is supported by taxpayers in two counties—many of whom already support their own special school buses through school taxes.

The Transit District has a good point. The district is not supported exclusively by Oakland taxpayers. The district suggests that the board underwrite the difference between the costs to the district for special service and the fares paid by the students. A part-pay precedent for this has already been established here.

This latter suggestion is a logical one and should be given close attention by the board. But there still is available to the board a remedy in Sacramento by means of a bill which would spell out the board's authority to pay a portion of the bus cost without having to assume the whole financial burden.

The bill, introduced by Oakland Assemblyman Nicholas C. Petris has been approved by the Assembly Education Committee and deserves passage by the Legislature.

Operator Retires

J. H. Ashmore of 3016 Brook St., Oakland, a veteran street car and motor coach operator, retired on May 1, ending 33 years in transit.

Ashmore, who had been on sick leave since last October, went to work for Key System in 1928, working on both the street cars and buses before his illness.

Transit Trails

Try Nicholl Park in Richmond for Outing

By Virginia Dennison

There might be prettier parks with hill and dale, but for a day of togetherness (like the book says) it would be hard to beat Nicholl Park in Richmond.

It has everything—from kids to kids—for everyone in the family. The one kind of kids are included in the miniature farm. With the park on Macdonald Ave., the obvious name for the animal collection, of course, would be "Old MacDonald's Farm." Bring your own eei-eei-o's.

Your own kids will find ducks, peacocks, pheasants and other birds, along with the barnyard bunch. They'll also find, and probably sooner, a big play-area, exceptional in that it seems to have enough slides (five!) and other equipment for everybody.

While the youngsters play, Papa can watch the ballgame on one of three diamonds; practice his shots on a putting green or try to figure out the intent of intense lawn bowlers, away from it all behind a thick hedge.

For the teenagers, there's tennis and a soon-to-be completed footfall field. Mama can enjoy the serenity and conversation of other mothers, watching from benches—if she isn't busy getting the lunch ready at the barbecue and picnic area near the miniature railroad. The train, which runs on week-ends when

KID MEETS KIDS—Animals and children find mutual understanding—especially when a hand-out is involved—at Nicholl Park farm.

CURVE AHEAD—A corkscrew slide offers variety for the small fry at Richmond's Nicholl Park on Macdonald Ave.

LET 'EM ROLL—The intriguing pursuit of lawn bowling attracts a sunny morning crowd on the Nicholl Park greens. The park has everything for the family.

the weather permits and from 10 a.m. to 7 or 8 at night during vacation times, is an actual scale model of an S.P. streamliner.

If you need more atmosphere, actual trains add frequent background toots, while they busy themselves about the Richmond yards.

Although it covers some 22 acres, the park has the added family advantage of being all together, as far as most of its attractions are concerned.

Located at 30th and Macdonald, it also has the advantage of being convenient. You can reach it easily by bus, the L and the 72M give direct service. There's little walking involved and it makes for a simple, old-fashioned kind of a day—uncomplicated, inexpensive, fun together under the sun.

For further data, including a "tour package" of schedules and a route map, call Transit Information, OL. 3-3535.

REMEMBER WHEN?—Southern Pacific "Red Trains" await the commuter rush at the ornate Alameda Pier in this photograph of another transit era. They served for half a century.

'Red Trains' Rolled Just 50 Years Ago

It was 50 years ago this month that the Southern Pacific "Red Trains" of nostalgic memory rolled smoothly through Alameda, setting off their own special era of "owl-eyed" transportation.

And strangely, while other early forms of transit have rolled into oblivion, the "Red Cars" served out their half of a century.

The last old S.P. "Red Train" left Los Angeles on its final trip to Long Beach last month, after providing electrified service in the southland for 20 years. Same old coaches, too.

To East B y residents, particularly, the "Red Trains" had a certain charm—they weren't very comfortable, but they were a little cheaper than the competing Key System and, in Alameda particularly, they provided a brand of service dear to the hearts of early commuters.

For one thing, it was in Alameda that the S.P. tried out its first electric train, running from the Alameda Pier at the mouth of the estuary out Encinal Ave. to the depot at High St. and Encinal, using the tracks of the old South Pacific Coast line.

The rival Key System had already been stringing wire for years, but once the Southern Pacific awoke to the gold mine of interurban transportation, they moved steadily ahead, expanding into a vast interurban system that spread through-

out the state and into Oregon, until they had the world's largest suburban electric transportation system.

The first revenue train ran on the Alameda trackage on June 8, 1911, replacing the steam trains during off-peak hours.

The experiment immediately proved to be a success and by August 1, the "Fernside" or "Cohen" loop was built to link the system along Encinal with the tracks along Pacific and Lincoln Avenues, built years earlier by A. A. Cohen.

After "blanketing" Alameda, the S.P. spread out to electrify its other commute lines. In Berkeley they switched from steam to volts on the Shattuck Ave. line on Dec. 23, 1911; on the Ellsworth St. line, Dec. 28, 1911; the California St. line, Jan. 1, 1912; and the 9th St. line, Feb. 1, 1912.

Things moved briskly along on the pioneer 7th St. line in Oakland, also; and it was electrified as far as 55th Ave. by April, 1912; to Hillsdale on Dec. 29, 1912; and to Dutton Ave. in San Leandro on Oct. 1, 1913.

For three decades, the red cars would be a familiar part of the commuter's daily toil and the ferry steamers they met at Oakland and Alameda piers would take a vivid place in history.

FIRST DAY—This fashionable group posed at Alameda Pier on the first day of "Red Train" service. Many of first coaches had square front windows.

Along with the Key System, the Southern Pacific ran its trains over the bridge in 1939, sending the ferry boats to final moorage. But the automobile and the bus defeated the "Red Trains" and in 1941, after 30 years, the S.P. left the field to the Key System.

Many of the cars were saved by the advent of World War II and found a new home on the Pacific Electric in Los Angeles, also an S.P. property. Tired, but faithful, they held down the last electric service west of Chicago, by serving for another 20 years on the run between Los Angeles and Long Beach.

SAN LEANDRO BOUND—S.P. "Red Train" stops at the 7th St. and Broadway station in 1933, when commuters enjoyed a daily train and ferry ride. This photo and one above from Ralph Demoro collection.

Final Price

Board Approves Key System Settlement

A final net purchase price of $7,480,000 for Key System Transit Lines has been approved by the AC Transit board of directors after months of detailed calculations by engineering and accounting consultants.

The settlement, which is some $20,000 less than originally offered by the district, has been agreed to by Key officials and will now go before the Key System Transit Line board of directors for final approval.

The transit board authorized coincidentally with reaching final settlement of the purchase agreement the acquisition from Key System of two parcels of land valued at $32,000 for purposes of bus turn-arounds. One is located at Carlston and Walla Vista Aves. in Oakland and the other is a small terminal at Mission Blvd. and Pinedale Ct. in Hayward.

The final price represents a figure reached by the consultants after they went over the Key System facilities in careful detail following the district's acquisition of the transit lines last Oct. 1.

Reductions in the purchase price were attained following a physical inventory and audit performed by engineering and accounting consultants retained jointly by AC Transit and Key System. Current status of such accounts as material and supplies entered into the final purchase figure.

Car Parking Lot Replaces Station

The Piedmont Avenue train and bus station of fond memory has bowed to the wreckers' boom, making way for a new parking lot.

As result, passengers for Lines C—San Francisco, 59—Broadway Terrace and 76—Montclair are now boarding their buses across the street from the station, at the northwest intersection of 41st St. and Piedmont Ave.

The property, owned by Key System Transit Lines, was sold to the City of Oakland for the off-street parking facility. The station, one of the last remnants of the train era, was erected in 1937.

E. C. Jorgensen Gets New Appointment

E. C. Jorgensen, who learned over the years how to operate trains and buses, and to even repair them when necessary, has moved out of Central Dispatch at Division 2 to assume new duties as assistant superintendent at Division 4.

Another of the veteran transportation men who worked from "the tracks up," Jorgensen started with Key System in 1933 as a flagman — "single-tracking trains,"" in his own terms.

He proceeded to street cars and buses as an operator, then became an instructor, inspector, supervisor and central dispatcher—including a wartime stint getting those shipyard workers to their jobs.

A mechanic and automobile repairman in his spare time, Jorgensen also has a working knowledge of what makes the wheels turn—including company equipment and the cars of many of his fellow workers. He lists as his other only hobby "a poor game of golf."

Jorgensen lives at 1841 Keller in San Lorenzo—on one of the only streets without a "via."

Employment Director Finds There's Silver (Maybe) in Them Thar Hills

Once you've picked a nugget out of a stream or, more prosaically, hauled ore out of a tunnel, you're supposed to have a certain aura of expectation riding on your shoulder.

And it's there, burning brightly at the moment, on Martin L. Reite, who does his prospecting at AC Transit's main office as supervisor of employment. But at a certain group of mines high in the Pinion range of Nevada, the search concerns paydirt of another kind, a long sought Mother Lode of silver.

If you take it by years, it would be hard to decide whether Reite is more of a veteran of transit or of mining. Both have come in for considerable activity.

Mining and medical studies are something of a Reite family tradition, perhaps kicked off by an aunt and uncle who migrated to Natal in Africa during a long ago gold strike.

His father, the late John B. Reite, came to San Francisco in the 1880's to earn a reputation as a noted general contractor, with mining as a sideline. He was among prominent San Franciscans included in a syndicate which operated mines in the silver-rich Railroad Mining District 30 miles south of Elko, Nev.

The mines shipped copper, silver and lead and Reite—known as "JB" on Montgomery St.—started explorations for the main ore body when his death in 1916 terminated operations.

Martin, after three years of medical studies, gave up that career to carry on the family interests—and to foster some of his own at the Eastman Gulch gold mine in Trinity County.

In between, Martin has tallied years of experience in transportation, serving as terminal agent for the Santa Fe when it opened its new terminal in San Francisco in 1940.

He went to work for Key System in 1944, serving as a supervisor, assistant superintendent in charge of shipyard railroads and director of employment, a post he kept with AC Transit.

Upholding medical honors for the family is his son, Dr. Martin L. Reite, who graduated cum laude from Yale and is now interning in psychiatry at UCLA. Dr. Reite's aunt is Dr. Eleanor Nelson, noted East Bay surgeon.

As for the Nevada property—now the Sweepstake Mines Inc.—a long low level tunnel has been extended to where extensive drill holes indicate the main silver ore body is located and the fabulous dreams of the 1870's may be nearing fulfillment.

ROCKHOUND — Martin Reite, who does his prospecting in varied fields.

ACTIONS OF THE BOARD

At an adjourned regular meeting April 20, 1961, the Board of Directors:

• Referred to the General Manager for study a proposal by Peerless Stages that its operations in southern Alameda County between Hayward and the county line be taken over by the transit district, on motion of Director Barber.

• Approved extension of Line 68—Barrett Ave. from El Cerrito Shopping Plaza to intersection of Fairmount and San Pablo Avenues, on motion of Vice President Copeland.

• Approved contract with State Personnel Board for job classification and salary study at a cost not to exceed $2950, on motion of Director Barber.

• Directed State Personnel Board to use prevailing wages and salaries for comparable work in the Bay area and, where necessary, elsewhere in the State as the guide in its salary study, on motion of Director Barber.

• Awarded contract for 2,000,000 new transit tokens to Walter W. Cribbins Company, the lowest of two bidders, at a cost of $25,640, on motion of Director Barber.

At a regular meeting May 3, 1961, the Board of Directors:

• Accepted with regret the resignation from the board of Director Paul E. Deadrich, on motion of Director Barber.

• Approved $7,480,000 final settlement for purchase of Key System Transit Lines, on motion of Director Berk.

• Authorized the sale of 189 gasoline powered White buses for total price of $60,000, on motion of Director McDonnell.

• Directed the Oakland Board of Education be notified the transit district will cooperate in operating special school bus service providing parents and the school board share operation costs, on motion of Director Coburn.

• Approved change in lease of bus storage property adjoining East Oakland division terminal at Seminary Ave. and San Leandro St., on motion of Director Barber.

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For the Good of Your Community

Vol. 4 No. 2

OAKLAND, JUNE 1961

Prominent Transportation Leader Appointed to Board of Directors

E. Guy Warren, Hayward trucking executive and a leader in transportation development, has been named to the AC Transit board of directors to fill out the unexpired term of Paul E. Deadrich, who resigned.

Board President William J. Bettencourt, in announcing Warren's selection, praised him as a civic leader of "high integrity who comes to the district well regarded. He is held in high esteem not only in southern Alameda County, but in the entire bay area."

Warren is an "outstanding citizen" and the transit board is fortunate in having him as a member, Bettencourt said.

The new director was sworn into office in brief ceremonies before Superior Judge Allen G. Norris and took part in his first board meeting this month.

He has been appointed by Bettencourt to take Deadrich's place on the Project Development Committee and the Personnel and Public Relations Committee.

Transit Veteran

Interested in transit for 10 years, Warren was instrumental in formation of the Alameda-Contra Costa Transit District and in passage of the $16,500,000 bond issue which put the district in business last October.

The new director is owner of the Warren Transportation Co., and has a long and active record in community endeavors, particularly in the field of education.

He is credited with an important part in bringing the new Alameda County State College to the Hayward area and presently is chairman of the college advisory board.

It was because of his privately financed engineering studies that the state accepted the Hauschildt Ranch site for the college, an accomplishment which won a special award for Warren from the American Trucking Association.

Civic Leader

Warren is a long time member of the Hayward High School district board, and past president and director of the Hayward Chamber of Commerce and Rotary Club. He also is past president of the California Trucking Association.

A native of Alameda County, Warren is a member of a pioneer family that settled here in 1852. Along with his trucking business and civic activities, he operates a livestock ranch at his home, 17031 Cull Canyon Road, Hayward.

As district director, he represents Ward V, including Hayward, Castro Valley, San Lorenzo and portions of San Leandro.

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JUL 13 1961

Healthy Balance Seen For First Year

AC Transit will start a new fiscal year on July 1 with a healthy balance sheet and a carry-over operating net of $774,883.

The figure includes nine months of actual operations since taking over from Key System Transit Lines.

Estimates on how the district will end its first fiscal period and tentative figures on what might be expected in the next year, were presented by the general manager to the board's finance committee for discussion, as preparatory to presentation of a preliminary budget later this month.

Final adoption is expected at the board meeting on July 12.

General Manager John R. Worthington said the district would "start next year in a good financial postion," with an operating net of $774,883. This would substantially top the board's previous estimate of $509,604. He explained the next fiscal year will be a "year of trial," however, with the district spending money for improvements and changes and not yet realizing the revenue.

Although the district may fail in meeting its actual costs during the next year, there is ample financial reserve to insure there will be no increase in fares or taxes, as promised when the district came into being, Worthington said.

NEW DIRECTOR — E. Guy Warren (left) is sworn in as new member of the AC Transit board of directors by Superior Judge Allen G. Norris. Witnessing the ceremonies was board president William J. Bettencourt. (Story on Page One)

Educators Indicate Bus Cooperation

The complex and costly problem of Oakland hillside school bus service remained unresolved this month, but with some avenues of possible solution opened as result of a high-level, full board meeting between directors and operators of AC Transit and the Board of Education.

While no questions were solved, and some new ones raised, one important point did evolve—an indication on the part of the school board that they would have to share in the transportation under some plan or another.

This was indicated despite the "disappointing" statement by school officials that a bill introduced and passed by the legislature, to allow students and the school district to share transportation costs, which had been introduced and actively pressed by the district, "was unconstitutional."

Carl Munck, school board president, reported at the outset that both the district attorney and the attorney general have ruled that the bill, awaiting the Governor's signature at the time, "is unconstitutional."

The district's attorney, Robert Nisbet, later took issue with the statement, reporting that as of June 12 (the day of the meeting) the attorney general had not rendered an official legal opinion as to constitutionality of the bill. The legislative counsel has reported it is constitutional, Nisbet added.

While sharing of costs between the district, parents of students and the school board appeared "out" as far as the school group was concerned, Munck indicated, for the first time, that the board would have to participate in furnishing some kind of transportation.

Out of the discussion came one possible solution, the operation by the school board of some kind of shuttle service to the new Skyline High School from pick-up points on existing AC Transit service.

The solution, which would put the School Board back in the school bus transportation business they have sought to leave, would have students riding AC Transit buses at a 10 cent fare, then transferring to tax-supported school buses.

At issue has been means of getting students from a nine-mile area to a school in a remote area that presently does not have, nor warrant, regular bus service. For the district to handle the entire operation, would mean purchase of additional buses and a school year cost of at least $106,000, less an estimated $40,000 in fares, Worthington said.

Board Asks Fuel Bid; Changes Meeting Date

A new fuel contract is being sought by AC Transit to see if it can cut the $500,000 annual bill for diesel and gasoline to operate its 625 motor coaches.

When the district took over from Key System Transit Lines last October, it also took over the private company's contract for fuel. With requirements now boosted to approximately 4,250,000 gallons of diesel and 500,000 gallons of gasoline annually, plus lubricants, General Manager John R. Worthington said he hoped the district might be able to do better on its contract.

At Worthington's request, the board authorized him to put the fuel requirement up for bids. Bids will be opened at the board meeting on July 12.

The board also voted at its June meeting to change its regular meeting date from the first Wednesday of each month to the second Wednesday, starting in July.

Efforts Stepped Up to Reduce Soaring Accident Rates; Operators Cooperate

Hard work, a new approach and good cooperation from bus operators are combining to improve an accident increase which soared to alarming and astronomical heights in February and March.

New equipment with different operating features, plus new routes and new personnel helped to send the number of accidents to a serious peak.

What to do about it became a district problem—and a problem to all employees —as General Manager John R. Worthington pointed out in a general bulletin. He asked that every effort be made to reduce the accidents to the lowest possible number.

The safety department, under Safety Engineer G. G. Wadsworth, stepped up its efforts to cut the number of accidents. Steps taken include a re-training program for all operators, particularly because of new buses, which differ in length and width, have a fast take-off and generally are more powerful and quicker-acting than the old coaches.

The program not only includes review and re-training, but explains the fundamentals of defensive driving—giving operators more technical details of professional driving and broadening the scope of their professional knowledge.

As part of the course, safe driving is demonstrated, points talked about are proven and the driver given a chance to learn by observation, as well as verbal instruction.

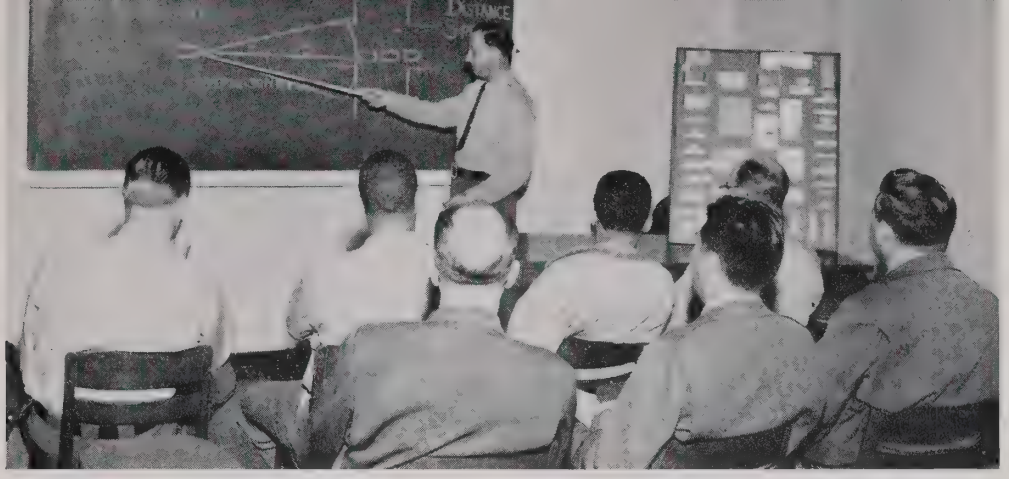
By the second week in June, almost 600 operators had taken the re-training at all divisions and some 325 remained to attend the course.

July 4 has been set as the target date for completion of this program and according to Wadsworth and his chief instructor, Stan Pearce, they'll hold evening classes or give the instruction any time "we can get a group together."

A new interpretation of "accident frequency" also is being introduced, based

BRAKE TEST — Safety Instructor Robert Ballard checks stopping distance for Operators (left to right, bottom) T. H. Benjamins, P. S. Hinds; (top) O. L. Brown and Frank Byndloss, during emergency stop tests.

SAFETY TIP—Operators (left to right) Edmund Oster, Thomas Dawkins and John L. Dobbie (kneeling) are shown how to reset emergency stop valve by Training Instructor Harvey Asp.



SCHOOL DAYS—Drivers get up-to-date facts from Training Instructor George Silva at one of the re-instruction classes set up for all operators. Students are (left to right, front) T. H. Benjamins, O. L. Brown, Frank Byndloss, M. S. Hatten; (rear) D. R. Gilmore, P. S. Hinds, Henry Hamilton.

on the number of miles traveled safely between accidents.

This method of accident computation already is used by airlines and the trucking industry and is not only easier to understand, but makes use of a "positive" approach, where the stress is on piling up a high mileage figure—safely.

Wadsworth said it was planned to give drivers a new understanding of accident rates by talking in terms of miles per accident, rather than grouping all accidents together.

He added it was his hope that the accident rate had now "turned the corner and was headed downward." Not only are operators taking the "small extra bit of care" asked for by the General Manager in his letter, the public also is "getting educated" to push-type dors, different step heighth and other changes between old buses and new equipment.

In keeping with the all-out effort to cut accidents, safety instructors have also been making personal rides with operators on their regular schedules, observing driving habits and suggesting on the spot corrections, if needed.

ACCIDENT PREVENTION—Safety Instructor Pete Dodson rides with operator Shirley Gaylor to observe driving habits, as part of district's stepped-up safety drive.

What the Editors Are Saying About Transit

Oakland Tribune:

A Fine Choice

THE Alameda-Contra Costa Transit District directors could hardly have found a better man to fill the vacant post on their board than E. Guy Warren of Hayward.

Mr. Warren, already a proven administrator by virtue of his successful trucking company, also brings to the board a vast knowledge of the transit industry generally and the AC Transit District specifically.

He was instrumental in the formation of the transit district and played a vigorous role in the passage of the $16.5 million bond issue which brought the district into being.

Mr. Warren also has long been one of Southern Alameda County's most active civic leaders, particularly in the field of education. As a result of his privately financed engineering study, the State accepted the study conclusion as the site for the new Alameda County State College.

We congratulate the transit board for their prudence in choosing a man so well suited to the post and extend our best wishes to Mr. Warren in his new responsibility.

Vacation Fun List Offered to Juniors

AC Transit hopes to solve the vacation "what to do" problem of district youngsters with a new service, a long list of places where they can go by bus for a day of fun at their own level.

The list takes care of "swimmin' holes" throughout the district, listing the pools where youngsters can make like water dogs.

It also covers other "fun" places by area, ranging from Nicholl Park in Richmond to the Berkeley fishing pier; the many activities of Lakeside Park; the University of California campus as an exploratory goal; the Leona Park trout pools; free children's theatres, Snow Museum.

The free "Junior Tour Packages" are available to the public and can be obtained by calling Transit Information, OLympic 3-3535 or writing AC Transit, 1106 Broadway.

Bill to Divert Bay Span Tolls Dropped

A new bill which would have allowed revamping of the Transbay Transit Terminal for use by Marin County and peninsula buses, has been dropped by its proponent.

Sen. Eugene McAteer of San Francisco said he was dropping the measure, designed to permit conversion of part of the terminal for use as a heliport—and to allow alteration for benefit of the Marin and peninsula buses.

The attempt to divert Bay Bridge tolls, mostly paid by East Bay commuters, for the benefit of riders who pay no tolls, was met with opposition from the entire East Bay.

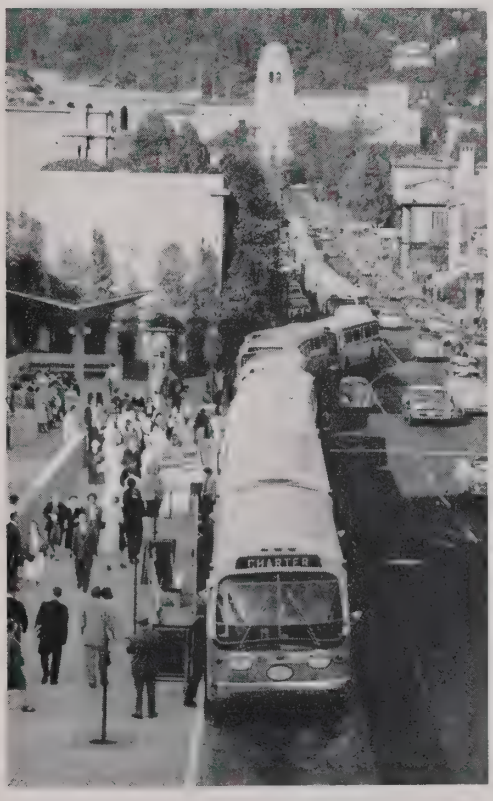
An earlier bill, similar except for the heliport, brought such protest that proponents agreed not to push it before the Senate Transportation Committee.

Charter Bus Activities Show Increase With Help of Employees, New Equipment

Charter bus activities have been showing a steady increase in the AC Transit operations, boosted along by special endeavors like transporting 1100 University of California students from the Berkeley campus to the opera house in San Francisco.

The new equipment and a "good job of salesmanship" on the part of district employees has been credited by D. H. White, transportation analyst in charge of the special service department, with bringing about the boost.

CARAVAN—AC Transit buses line up to take University of California students to opera house in San Francisco in an unusual charter activity.



"We have 1,100 employees. They're all darn good salesmen and they belong to plenty of organizations. That's where most of our customers come from," White said.

The attractiveness of the new "Transit Liners" and "the fact we are the public's own transportation company" are also important to the growth of special trips, in White's opinion.

The district had its biggest single charter last month when it supplied 23 buses for "Cal Night at the Opera."

Aided by police cooperation, the buses picked up the opera-goers at the Sather Gate entrance, loading them in a smooth 35 minutes. The trip to San Francisco ran without a hitch, as the bus parade moved quickly over the bay bridge.

At the opera house, the buses were unloaded at the entrance, then directed to parking areas previously set aside. The operation was handled so efficiently the entire job of unloading and parking was accomplished in 20 minutes.

At the conclusion of the opera, the students were loaded again in the same record time.

The district's biggest customer, spread over a five day period, was the International Women's Convention of the Church of God in Christ. The visiting members hired 60 buses during their stay.

As result of charter prospects, the district has equipped five of the new coaches to handle special trips. Added to the buses were public address systems, luggage compartments and club car facilities.

Commencing April 11 ACT ran 33 special trips during that month. In May, the figure jumped to 200 trips.

EMPTY ARMS—A charred ferry slip stands lonely in the shadow of the Ferry Building as a busy tug chugs by. This is one view to capture with a tour to the World Trade Center in San Francisco.

Transit Trails

Wander Seven Seas in Discovery Trip

By Virginia Dennison

The Ferry Building in San Francisco has meant many things to many people, but if you have only thought of it in recent years as that monument with time on its face, you can expect a pleasant surprise. Educational, too.

The Ferry Building of memory is no more, but the wing that points north is a center for all the glamour that comes from words like "gateway to Pacific and world markets."

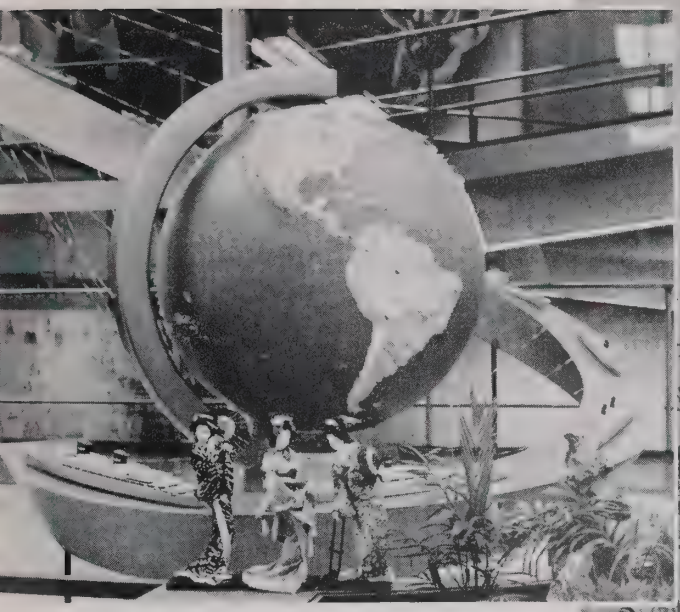
Officially, it's the World Trade Center, an international market place dealing in imports and exports.

For the visitor, it's a rare chance to wander through the nations of the world. Unfortunately—or fortunately—you can't buy anything on a retail basis, but you can soak up a lot of looking. And only some of it from the Seven Seas.

For out of windows and doorways here and there you can enjoy a view that surpasses products—the bay again from the sweeping level of ferry boat days: a fire-damaged slip in the foreground; Treasure Island floating magically in the sun; the bridge spanning mightily through the sky; tugs tooting about their business.

It's a chance to capture an almost forgotten view—or to file away a new one—and in itself a worthy goal for Transit Trailing by bus to San Francisco.

To find the center, take any of the letter buses to the Transbay Transit Ter-



'ROUND THE WORLD — American President Lines exhibit circles the globe—one of the many displays on public view at the World Trade Center. Visitors can enjoy a look at world products.

TIME MARCHES ON—The Ferry Building may no longer have commuters, but it has international flavor with the World Trade Center at left, where visitors can wander Seven Seas.

minal, walk the short distance to Mission St. and take a 9, 11, 12, or 14 bus to the Ferry Building.

At the Center, you'll find an impressive foyer, with the asembled flags of the world of nations. Exhibits of Japan are on this floor, along with international banking facilities and a Pacific area data processing center.

Along ramps leading to upper floors are Pacific World murals by Covarrubias that may be familiar. They charmed visitors to the Golden Gate International Exposition.

On the second floor are exhibits of other nations, ranging from Indonesian art to German steel. It's a fascinating array.

You can also peak at the third floor, with its World Trade Club, and libraries, for the use of the Center's members.

You can't help but acquire something of a world wide view of your own along the way—and a big world wide desire to buy some of the things you'll see.

But it's fun to look; a tremendous education for students and a place to go during vacation. Except on week-ends.

The Center is open 9 a.m. to 5 p.m. weekdays—and if you want to pay a visit to the old Ferry Building and the excellent exhibit of the State Division of Mines on the second and third floors, mark that time as 9 a.m. to 4 p.m.

But be prepared for one disappointment. The relief map of California is gone. Sold for reconstruction at a Redding motel.

First Transit District Employee Leaves

Mrs. Dorothy Massie, AC Transit's first employee, resigned from the district this month to devote more time to her three children and the joys of suburban living.

The family is moving from Berkeley to Irvington to be closer to the work of her husband, David Hill Massie, a Radiation Materials Laboratory photographer at General Electric's Vallecitos Atomic Laboratory near Sunol.

Mrs. Massie started to handle district work in July, 1957, when the "office" consisted of two desks in the county courthouse. From the courthouse, she and her boss, R. E. Nisbet, attorney for the district, moved to an office at the Claremont Hotel. She remembers when her duties as a legal secretary included moving furniture and licking the stamps and envelopes for 500 invitations to the district's first open house.

From the Claremont, Mrs. Massie moved to offices at the Plaza Building and finally to headquarters at 1106 Broadway.

Her family includes three sons, David Hill III, 9; Dana Conway, 5; and John Forrest Haden, 2½.

Fellow workers gave Mrs. Massie a rousing sendoff at a luncheon at Jack London Square, while the district expressed its appreciation more formally, with a letter of resolution from the board of directors, commending her for her long and very capable service.

Express Service Lines May Face Adjustments

Reluctantly, AC Transit is going to have to take "a long hard look" at its new express lines at the end of June, to determine if service will have to be adjusted downward.

The 30-San Leandro and 32-San Lorenzo runs are losing money at a rate of $225,000 a year, John R. Worthington, general manager reported. And obviously, he added, the district cannot go on losing money at that rate. The lines now provide the district with 21 cents per mile in revenue. Worthington figures the break-even point is 54 cents a mile.

He said the district would have a "very cold analysis" of these two lines, and if prospects aren't good, necessary service adjustments will be made. And if business fails to improve thereafter, further service reductions will be considered at the end of September.

Outlook of the other two express lines, the 34-MacArthur Blvd., and 33-Berkeley, is much better. Neither are yet paying their way, and indicate need for service and routing adjustments, but both have shown steady improvement.

Cat Delivers Kittens As Maintenance Crew Delivers New Coaches

The building maintenance crew returned from unloading new coaches this month to find a mother cat had been busy in the lumber storage racks at Division 2.

The result: four kittens, and not one of them in AC Transit colors.

According to foreman Carl Knutson, the kittens range from black to white, with combinations like spots and stripes. The men immediately set up a chow line and hope to make friends.

In the meantime, the choice of names is a point of discussion, with Carl holding out for "Beaverboard" for the mother and "2 × 4," "4 × 4," "1 × 12" and "4 × 8" for the children.

Division 2 Worker Restores Old Model Railroad Equipment; Runs Own System

Things were probably settled, hobby wise for W. E. Holbrook of Division 2 back in 1913 when his father, an old-time railroad "boomer," gave him a model of the old Chicago and South Shore Ry.

Holbrook still has the locomotive, in running condition, now the oldest member in rolling stock that includes nine engines, passenger, freight and mail cars. There's also a crane car—for wrecks which never happen. And a street car—one of the electric trolleys of memory—which also runs merrily around the "O" gauge tracks.

Although there are many miniature railroad "buffs," Holbrook has a difference in that he concentrates on the equipment of the past, roughly covering the years from 1913 to the early 1940's.

Some model railroad fans like to "play trains" and concentrate on "operations," but Holbrook is more interested in taking the little engines apart and putting them back together. To him it's "relaxation," part of the picture of sitting on a chair in his "Dog House," listening to some old records, sipping a glass of beer, perhaps, or tinkering a bit while his wife gets dinner.

But his hobby has played a part in his prime interest.

"I guess I'm just a family man," he explains. "I enjoy my family and doing things together."

His keen interest in model railroading began when his son was little—and as his boy, Robert, grew, the hobby expanded. It now includes Robert's son, also a Robert, 4 years old—but so far, he just gets to watch.

At his home, 430 50th St., Holbrook has about 100 feet of track, running through two garages and "half a garage."

W. E. Holbrook
and rolling stock

He has a station and small "city" but is more proud of a collection of old equipment pictures and the "paper" that has gone to make up transit of the past.

Although he hasn't yet matched his father's record of more than half a century in railroading, Holbrook started in transportation in 1919. He went to work for the East Bay Street Railway, predecessor of Key System, in 1935 and has worked as a street car operator, bus driver and since 1940, in the dispatcher's office.

The family, of which he is so proud, includes his wife, Agnes; daughter, Lynda, his son and grandson.

ACTIONS OF THE BOARD

At an adjourned regular meeting May 10, 1961, the Board of Directors:

• Commended retiring Director Paul E. Deadrich for his long, faithful and devoted service to the district, on motion of Director Coburn.

• Authorized General Manager to complete acquisition of property owned by Key System Transit Lines, on motion of Director McDonnell.

* * *

At an adjourned regular meeting May 22, 1961, the Board of Directors:

• Appointed E. Guy Warren of Hayward to fill the unexpired term of Director Paul E. Deadrich, on motion of Director McDonnell.

* * *

At a regular meeting June 7, 1961, the Board of Directors:

• Authorized the General Manager to put the fuel requirement up for bid, with bids to be opened on July 12, on motion of Director Coburn.

• Changed the regular meeting date from the first Wednesday of each month to the second Wednesday, starting July 12, on motion of Director Coburn.

• Referred to the Project Development Committee the request by Michael Keller, Oakland City College student, for reduced fares for college students on AC Transit buses, on direction of President Bettencourt.

TRANSIT TIMES

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Alan L. Bingham, Editor

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JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

New Operators Assigned to Divisions

Eight new operators have finished training and have been assigned as follows:

Division 2

L. I. Ramos, 2104 Bayshore Blvd., San Francisco; W. F. Day, 3600 Mangels Ave., Oakland; D. E. Chapman, 2611 38th Ave., San Francisco.

Division 3

A. L. Edwards, 50 Church St., Apt. 215, San Francisco; R. E. Elkinton, 536 Marina Rd., W. Pittsburg; R. H. Lewis, 1613 Elm Ave., Richmond; C. S. Marshall, 50 Church St., San Francisco.

Division 4

P. W. Hadden, 1116-E. 12th St., Oakland.

TRANSIT TIMES

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JUL 31 1961
UNIVERSITY OF CALIFORNIA

TRANSIT ON THE MOVE

Series of Improvements Scheduled; Hayward to Get New Local Service

A series of transportation improvements, bringing either new or better service to various sections of the district, were scheduled this month.

The additions include three new local lines to serve Palma Ceia Village, Shafer Park and other outlying areas of Hayward, with service to start August 17 (see map, page 2).

Put into operation during the month was the first bus service for the upper Piedmont Estates area of Piedmont, through an extension of the La Salle Ave. branch of the 42 line.

Improved bus service also was provided in El Sobrante, by connecting branch lines 69-A and 69-B, giving through service between residential and business areas served by the lines.

First Million

The additions will add healthy figures to the total of 1,000,000 annual miles of new motor coach service already put into operation during the district's first nine months.

The transportation improvements promised for southern Alameda County follow a series of meetings with representatives of the Hayward city administration and chamber of commerce and incorporates several suggestions offered. The network will include a 90-Shafer Park-Palma Ceia Village line, a 92-Palma Ceia-South Gate line and an extension to the 91-Castro Valley line through Hayward into the lower Tennyson Rd. area.

The service will give residents of the residential areas direct access to the Palma Ceia shopping center and to downtown Hayward, along with providing convenient connections to other AC Transit bus lines, including City Express service.

Service Plans

The new lines will operate Monday through Friday on a 60 minute midday frequency and in most istances, 30 minutes, in rush hours.

The 90 and 92 lines will be combined in downtown Hayward and at the outer loop, formed by Miami Ave., Florida Ave., and Calaroga Ave., providing more frequent service for a substantial portion of the outer area, as well as through service to and from the Palma Cenia shopping center.

Under the new Piedmont operation, the 42 line was extended on Hampton Rd. to Estates Drive, returning via Estates, Inverleith Terrace to Hampton.

As result of the El Sobrante improvement, residents are able to ride to shopping centers and return, as well as travel directly to San Pablo and Richmond.

Incinerator Hits Dust to Aid Progress

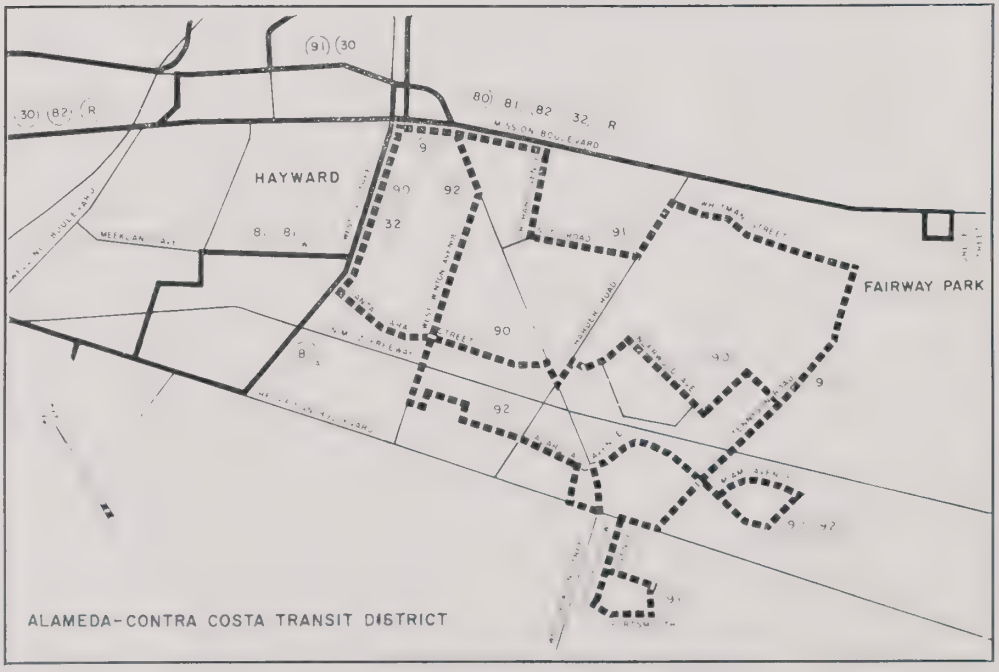
AC Transit not only cooperated with a beautification project in Richmond, but cooperated so quickly it left civic officials and a photographer "without a stack."

The Richmond Development Foundation and Richmond Chamber of Commerce had asked Nick Alevizos, superintendent of Division 3, if the district would tear down the incinerator which stuck a useless stack into the vision of passersby on Macdonald Ave., near the Southern Pacific underpass.

Nick passed the request along, General Superintendent Don Potter gave the okey and before the Richmond group arrived to photograph the event, the incinerator was demolished.

The visitors, nevertheless, were delighted with the results and the fast action, and decided to use the district as an example to other industries and businesses involved in making Macdonald Ave. and the downtown area more attractive.

The incinerator, built when the division yards were opened in 1947, stood about 25 feet from base to tip of smokestack. It had not been recently in use in compliance with smog controls.



PROPOSED SERVICE—Dotted lines show routes of three new bus lines to be inauguated in Hayward-Palma Ceia area August 17. New lines will take residents to shopping centers and provide direct access to downtown Hayward and connections with existing AC Transit service, illustrated by solid lines. (Story, Page 1.)

District Budget of $11,591,300 Adopted; Revenue Expected to Top Expenditure

Expected passenger revenue will top operating expenditures by some $564,900 in a budget adopted by AC Transit's board of directors for the new fiscal year.

The 1961-1962 budget, first to cover a full year of district operation, is based on estimated operating costs of $11,591,-300 and estimated revenue of $12,156,-200.

It allows for the addition of another 691,000 motor coach miles of new service during the coming fiscal year.

Board President William J. Bettencourt in commenting on the district's financial picture, said the progress of AC Transit was "remarkable in view of what is happening in the economy and in the industry.

He said that numerous transit organizations are being forced to raise fares.

The district is in sound financial condition despite the addition of more than a million miles of service, the increase of salaries and the purchase of 250 new buses, he added.

"But we are not going to be complacent concerning the future," Bettencourt said.

The budget was presented to the board by the finance committee, headed by Director John McDonnell, after several weeks of study.

General Manager John R. Worthington explained that in computing a final estimate for the new year the addition of bond servicing costs and funds for future equipment replacement will exceed total income by $755,140. This amount, however, will be offset by a surplus of $775,000 accruing from operations of the year just ending, and is in accord with engineering estimates for the second full year of operation, he explained.

Survey Seeks Express Service Merits

Passengers on City Express buses made contributions to educational research this month, through a survey arranged by the University of California Institute of Transportation and Traffic Engineering and AC Transit.

During the survey, riders on the inbound trips of the four express lines were handed a card, asking questions about their transit habits. They were asked to fill out the cards and hand them back to survey personnel or the driver or to drop them in a mailbox.

The survey, to learn the rider's response to express service, is the specific project of a graduate student, Fredrik Ystehede, who plans to write his thesis for a master's degree on results of the study.

The Institute and the transit district cooperated in collecting the information, particularly in supplying survey personnel. so that all riders could be contacted on the day assigned to each line.

The cards asked where the bus was boarded; where the trip was started, such as home address; destination; how often the trip is made, and how the trip was usually made before the express service was instituted. Space was provided for comments.

The survey is expected to develop how many have shifted to express buses from private cars and from other routes since the expresses were started last March, and whether the lines are scheduled and routed to best advantage. Results are expected to be tabulated by the middle of August.

FINE PADDLING—Mix warm water and a convenient sandy beach and you have the handy South Shore area of Alameda.

Transit Trails

Splash in Alameda on Trip of Month

By Virginia Dennison

It still seems amazing to be able to paddle in warm bay water—and for free—and it's even more amazing when you realize you can load the family on a bus and in a few minutes, have the kids playing on a sandy beach.

If you want to be real practical, you can even mix wading with shopping, and how many housewives can make that claim?

Alameda residents already have discovered the charms of South Shore splashing—we won't call it swimming—but to the rest of the Bay area, it may come as a surprise. Even on warm days, the beach isn't too crowded and there's lots of room, especially in the water, for some fine youngster paddling.

The water is shallow way out and surprisingly warm. And if you get tired of watching the minute-sized waves, you can turn around and look at the lucky apartment dwellers leading the good "barbecue-life" on minute-sized terraces.

If you're strong enough to mix a touch of Newport Beach with the sand, walk up to the lagoon area—which used to be the water front—and envy those who have made it with an ultra Venice-type canal at their back door. Looks awfully good on a hot day.

Easily Reached

The South Shore beach can be reached conveniently through a big shopping center, which makes it one of the few places where you can buy what you need, then lie down on the sand and think whether you should have done it.

water. At both spots, take your own shade if you need it. It can get pretty hot.

At Washington Park, there's complete playground equipment, plus Southern Pacific locomotive 1227, fixed up for young climbing by the Alameda Rotary Club.

Sunday patrons can expect a ball game

If you want to include park play with a touch of water, Washington Park presents a pleasant answer. But be prepared for a short walk from the park to the and usually a tennis tournament.

The beach is sandy and safe and you can even do a little swimming here. This is part of the area acquired for the newly born Alameda Beach State Park which eventually will be extensively developed.

To reach Washington Park, take bus 51 or 58 to 8th St. and Santa Clara Ave., and walk two blocks south; or take bus 64 to 9th St. and Central Ave., walk one block west.

For the South Shore shopping and swimming area, take bus 64 to South Shore Shopping Center Monday through Saturday; or to Park and San Jose Aves. on Sundays and holidays.

To reach the beach and swimming, take the path at the western end of the park; that way you'll avoid sloshing through hot sand.

CASEY JONES, JRS.—Young engineers enjoy train at Washington Park, Alameda. It's part of playground equipment.

SHIP, AHOY—Add a rickety raft and a small boy to happy waves at Alameda's Washington Park and you have fun for a warm day.

Passengers on Air-Conditioned Buses Ride in Comfort While Others Swelter

Passengers and drivers on AC Transit's new air-conditioned buses are finding that planned, cooled riding is unsurpassed, especially when everybody else is sweltering in a heat wave.

First real test of $3,700,000 in air-conditioned buses came in June and July, as temperatures soared throughout the Bay area—except in the interiors of 112 air-conditioned motor coaches.

There it was a pleasant 68 degrees and the only complaint came from passengers —and operators, too—when they had to leave the bus and step out into what one termed a "blast furnace."

Drivers reported noticeable appreciation from passengers and said the general reaction was: "It's too good to be true." A big improvement was in tempers, with none of the hot-weather irritation. Instead, the riders relax and enjoy the trip, operators said.

Operators added their own happy note and said they were amazed at their own lack of fatigue at the end of a hot day.

No figures are available yet as to possible passenger gains, but transbay runs, where air-conditioned coaches are used, have continued to show an increase, without the expected summer lull. Women passengers, in particular, have expressed their satisfaction, from the point of view of comfort and "looks, besides."

They like arriving at their destination "in one piece, without being hot, rumpled and blown about," one woman wrote. "It's wonderful to arrive downtown without being whipped around by open windows. Before that, I either had to swelter—or hang on to my hat!"

Maintenance problems on the cooled buses have been at a minimum, according to Brooks Rice, maintenance manager. No bus has been out of service because of an air-conditioning problem and the equipment is working extremely well, he reported.

New Smaller Buses On Neigborhood Lines

A shipment of new, smaller buses went into service during the month on AC Transit's 59-Broadway Terrace, 76-Montclair, 69-El Sobrante and 7-Euclid Ave. and Arlington Ave. lines.

The new coaches, part of the group of 13 special compact buses especially designed for use on neighborhood lines, will handle basic mid-day operations. The final shipment of smaller buses was expected by the end of the month, rounding out the order of 250 new "Transit Liners" purchased for service in the East Bay and on transbay runs to San Francisco.

Special Service For Woodminster

A special shuttle bus, the "Woodminster Special," is picking up patrons who want to forget parking problems and use AC Transit to attend musical events scheduled by the Oakland Light Opera Association for Woodminster Theater during summer months.

The bus takes theater goers from the end of the 18-Park Blvd. line at Oakmore Rd. and Leimert Blvd., for a direct run to the open air theater in time for the evening performance, returning when it is over.

The special will be in operation for the annual summer musical events through September.

IN 92 YEARS—The horse car hadn't rambled up Broadway yet and there was plenty of shade for buggies when the above photograph was taken early in 1869, looking up 11th Street from Broadway. The same corner, below, lacks country charm, but shows downtown Oakland—and AC Transit—on the go. Transit Building, stands at left. Early photo from collection of the late Perry MacDonald, pioneer publisher.

What the Editors Are Saying About Transit

San Leandro Morning News:

Transit System in Healthy Shape

THE TIME has come to comment on the new Alameda-Contra Costa Transit District, the new bus system which has stepped into the East Bay transportation picture, at the creation of the voters.

There is no doubt that the directors of the two-county transit system will find more roadblocks ahead, but what difficulties which it met in the last few months seem to have been successfully eliminated through negotiations, planning and compromises.

And, on the whole, it looks like the voters of the district did the right thing in creating the Transit District.

For one good piece of news AC Transit started the new fiscal year this month with a healthy balance sheet and a carry-over operating net of $774,883. This includes nine months of actual operations since taking over the Key System Transit Lines.

At the same time it is apparent that there have been improvements, not only in super-deluxe buses, but also in service, and the morale of bus employees seems high. And Gen. Mgr. John R. Worthington has said that the district has reserves, enough anyway during the next full year of operations, to meet financial expenditures for improvements without an increase in the fares or taxes.

The Morning News is concerned, however, that there have been reports that the express lines 30—San Leandro and 32—San Lorenzo are in trouble. A report that they may be discontinued happily turned out to be only a rumor. AC Transit will have to take a "long, hard look" at the lines, because its business during mid-days is down, but then perhaps 30—San Leandro and 32—San Lorenzo serve the people only at peak express hours, not during the mid-day.

The two lines have only been in operation about 15 weeks, less than four months. It is too early to make a decision. AC Transit officials have indicated it will "wait a while" to see what adjustments must be made. Not every line is going to be a money making line for AC Transit. Some must be for service to the public, the taxpaying supporters of the district.

Meanwhile, it is good to learn that the AC Transit District continues to move ahead with plans to serve the people. In August more lines will be added to help transport people in the South Hayward area, along Tennyson, and to tie-up with other existing lines.

President William J. Bettencourt — a San Leandran—and the other members of the AC Transit Board deserve our appreciation for a fine job being done.

Veterans Pensioned

George W. Schenck, 53, of 1733 26th Ave., who started with Key System 32 years ago, retired effective June 1.

Schenck, who has been on sick leave, worked during the years as a car shifter and repairman, retired as a service employee in the maintenance department at Division 4. He also worked at Division 2 and at the old Central car division.

Theodore M. Gunn, 71, of 787 Pomona Ave., El Centro, ended 19 years as a driver when he was pensioned July 1.

COACH MEETS COACH—What could be more appropriate on a "magic tour" than to find an overland stage meeting an AC Transit "chariot." Group shown above used the bus to reach Peralta Playland to take advantage of the park department's special summer tour.

Transit Launches Visitors on 'Magic Tour'

AC Transit is keeping some of its best magic polished this summer, carrying visitors to Lakeside Park for a special tour developed by the Oakland Park Department and the Oakland Recreation Department.

Labeled as the "Magic Tour," the park speciality includes travel by the Lake Merritt launch and a number of "adventures" in Children's Fairyland and Peralta Playland, plus a bit of refreshment. "Magic Tour" tickets are sold for $1.25 and can be used through Sept. 17.

Because of parking congestion, visitors are being encouraged to use transit "chariots" – buses to most people – to reach one of the six piers where the Lake Merritt launch makes a stop and continue from there by water—avoiding unmagical problems of traffic, which on week-ends, particularly, ties up movement in the park.

Piers where the launch stops include the boat house on Oak Street; 12th St. dam; Athol Plaza, at the end of Foothill Blvd.; sailboat house; bandstand cove, and Fairyland pier at Harrison St. and Grand Ave.

Chartered Buses Rescue Girl Scouts

AC Transit's charter buses are enjoying a varied life, ranging from rescuing Girl Scouts to transporting members of the Roller Derby.

Three of the new "300's" took part in a last minute "rescue" adventure when East Bay Girl Scouts and counselors fled forest fires in Madera County.

The girls, evacuated in stages to Roeding Park in Fresno, were carried all the way home after Scout executives put in a hurry-up call to the district.

The three buses were dispatched to Fresno in the early afternoon, with a "bus mother" aboard each coach. They picked up the girls and their salvaged belongings, delivering them into a mob of excited parents at 1 a.m. at Division 2 yards, 45th and San Pablo, Emeryville.

The new buses handled their first overnight charters in June, taking the Richmond Moose Lodge drum corps of "juniors" to Santa Maria and again, later in the month, to Long Beach.

Another charter took the Roller Derby on a tour from Oakland to the Napa County Fair at Calistoga, to Sacramento and to home.

The skaters brought consternation to an all-night drive-in at 2:30 a.m. when the bus load of 40 asked for "car service." They didn't get it, but the combined order closed the drive-in.

A highlight of this charter was the throwing of bus driver W. E. Howe of Division 4 into the swimming pool with his clothes on—an affectionate gesture, the skaters reported, because they "liked him."

New Committee Considers School Service

In a concentrated effort to solve Oakland's Skyline High School transportation problem before school opens in September, a special joint committee has been appointed by the Oakland Board of Education and the AC Transit Board of Directors.

The school board will be represented by Directors Robert L. Nolan, Lorenzo N. Hoopes and Mrs. Marjorie Hirschler.

The transit district will be represented by Board President William J. Bettencourt, and Directors John L. McDonnell and E. Guy Warren.

The transit district has advised the school board that the addition of special bus lines to serve the new high school would cost the school system $106,000 a year.

Cost of the special service could be reduced to about $64,000 if half of the students commenced classes an hour later than the rest of the student body.

School board member Carl B. Munck recommended to his fellow board members that they give serious consideration to the alternate transportation plan which would cut the cost of the special bus service by more than 40 percent.

The school directors also have under consideration a proposal to operate their own shuttle bus system, collecting students from various points in the high school district and depositing them on one of the AC Transit lines for the remainder of the trip to school.

Another alternate under study by the school board is to leave transportation up to the individual students, giving them the privilege of attending another high school if they are unable to furnish their own transportation to Skyline.

Messenger Piles Up Mileage in Rounds; Still Has Time for Outside Activities

While the rest of us have been working our eight hours a day, Van Cleveland Moore—the man with the mail—has been holding as many as three jobs, and still has time for projects like church work, scouting and painting with water colors.

"Cleve," as he is known throughout the district, also has another distinction. As the man who carries the inter-office mail from division to division, he keeps a tight schedule and drives an average of 500 miles per week, but has never had a chargeable accident.

Back when he first started carrying the mail in 1948, his schedule was so close he had only five minutes or so to get from place to place. It took some fast hurrying—and fast driving—but even then he collected only one traffic ticket, and that for making a wrong turn.

Night and Day

Familiar to just about everybody, and with a quiet, reliable and tactful manner that has earned considerable respect, "Cleve" dates his transit employment back to 1943. During many of the years since, he's also worked at nights, and for a while he owned and operated a parking lot and a small restaurant—as well as handling his daytime work.

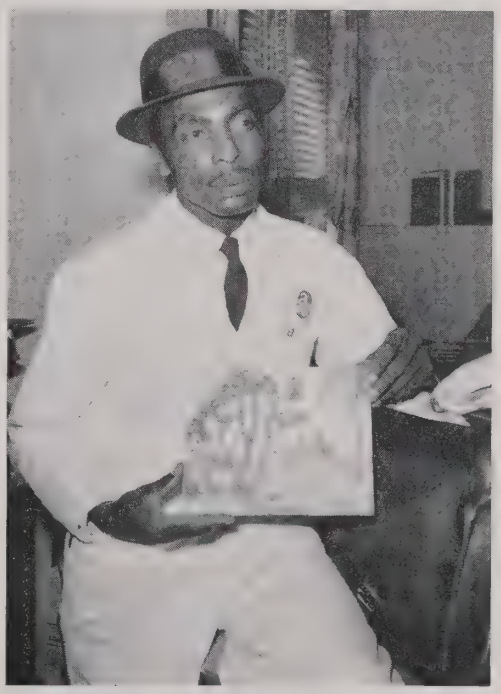
Now, he admits with a smile, he's doing some of the sleeping he missed then.

"Cleve" lives with his wife and three youngsters at 976 53rd St., Oakland, and is scoutmaster of Troop 22, as well as a trustee of the New Light Baptist Church. Though he never received formal art training, it doesn't keep him from enjoying art, particularly painting with water colors.

His wife has the unusual name of "Arthur," which he solves by calling her by her middle name of "Meze." The children are Grace, 17; Van, 14; and Elaine, 8, all with musical talent and all proficient on the piano.

Familiar Pastime

Work is still a familiar pastime with "Cleve" a "pastime" he learned as a small boy. But now it's more likely to involve the property he has managed to buy or his activity with the church, and with boys.



Van Cleveland Moore
the man on the move

ACTIONS OF THE BOARD

At an adjourned regular meeting June 28, 1961, the Board of Directors:

• Accepted report of Project Development Committee recommending deferrment of further consideration of special senior citizen fares pending results of experiments on such reduced fares currently being conducted in Los Angeles and several other cities, on motion of Director Coburn.

* * *

At the regular meeting July 12, 1961, the Board of Directors:

• Opened bids for furnishing diesel fuel, gasoline and other petroleum products, and referred bids to the General Manager for study and recommendation, on direction of President Bettencourt.

• Approved inauguration of three new transit lines in Hayward area effective August 17, on motion of Director Coburn.

• Approved estimates of operating expenditures and revenues for 1961-62 fiscal year, on motion of Director McDonnell.

TRANSIT TIMES

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New Drivers Welcomed by AC Transit

Another group of new drivers have completed training and been assigned as follows:

Division 2:

D. H. Adams, 2046 Lincoln Ave., Alameda; C. W. Bloodworth, 3006 - 18th St., San Francisco; M. B. Kendrick, 1534 - 18th St., San Francisco; William Black, 5876 Merriewood Dr., Oakland.

Division 3:

J. H. Miller, 3048 Bertram Ct., Concord; K. K. Kelley, 2605 Kelley Ave., San Pablo; R. G. Walls, 27881 Coronado St., Hayward; R. G. Kirkland, 236 Westwood, Vallejo; W. T. Withworth, 3726 Linden St., Apt. A, Oakland.

Division 4:

E. T. Owens, Jr., 2672 Darwin St., Hayward; J. A. Ledbetter, 24943 Muir Ave., Hayward; F. M. Brigance, 1698 Willow Ave., San Leandro; M. L. Stubbs, 2419 - 23rd Ave., Oakland.

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OAKLAND, AUGUST 1961

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Mid-Year Report Shows Rider Increase

Revenue Climbs 4 Percent in First Six Months; Passenger Boost Tops Major West Coast Cities

AC Transit presented one of the Nation's rosiest transportation pictures during the first six months of 1961 with revenue showing an increase of more than 4 percent above last year.

General Manager John R. Worthington reported that total passenger revenue collected for the period from both local and transbay lines amounted to $5,714,051 as compared to $5,489,177 collected between January and June of last year. This is an increase of 4.1 percent.

Worthington, in a mid-year financial report to the board of directors, said revenues from transbay service increased 6.21 percent. Transbay fare income increased $123,773 to a total of $2,117,832 for the six-month period.

Income from local East Bay lines showed a boost of 2.89 percent—an increase of $101,101 to $3,596,219.

More Riders

In number of passengers carried, which came to 24,236,000, AC Transit was one of the few transportation operations in the Nation to show a substantial increase in riders, the transit official said.

While the number of passengers carried by AC Transit increased more than three percent, other West Coast transit operations suffered a decline. The National average for the six months showed a 3.79 percent decrease.

In southern California communities, passengers dropped from 4.7 percent to as much as 11 percent, while in the Pacific Northwest, riding was generally off about 6.75 percent.

The brightest spot on the West Coast was in Northern California where, eliminating AC Transit's increase, riding was only slightly down—less than one-half of one percent.

New Buses

Worthington credited AC Transit's new equipment, reduced travel times and a million miles of annual new service as primarily responsible for the boost in riders and revenue in the East Bay.

"We took over from Key System Transit Lines with the promise—and the plan—to make bus travel something people wanted to take advantage of," Worthington noted.

"We think bus transit must be attractive and comfortable, as well as fast and convenient," he said. "We realize we have to compete with the family automobile and make public transportation reasonably comparable to the private automobile."

Free Rides Introduce Hayward Lines

Hayward area residents were introduced to a new network of local neighborhood bus lines this month with a "welcome aboard" celebration topped off by two days of free rides.

The courtesy rides were given on the new lines August 17 and 18 between 9 a.m. and 3 p.m., with Hayward retail merchants and the transit district playing host.

Inauguration of the network of operations in the Palma Ceia Village, Schafer Park and other residential areas in southwest Hayward was made a gala occasion, with many housewives making their first ride on AC Transit motor coaches to take advantage of special bargains provided in retail stores as part of the welcoming program.

During the free ride period, hostesses provided by the Hayward Chamber of Commerce rode on each of the new buses to personally greet the passengers and to see that they had timetables and any other needed information about the service.

The hostesses wore stewardess caps and as an added touch, colorful ribbons with "welcome aboard" lettering.

The buses on which the free rides were given were marked by flying pennants, to tell would-be guests which bus to take.

Prior to inauguration of the three lines, the 90-Schafer Park-Palma Ceia Village, 92-Palma Ceia Plaza-Southgate line and the 91-Tennyson Rd. line, transit service representatives called on 12,000 homes in the areas to be served, presenting householders with schedules, maps and letters of welcome—which included the free ride invitation.

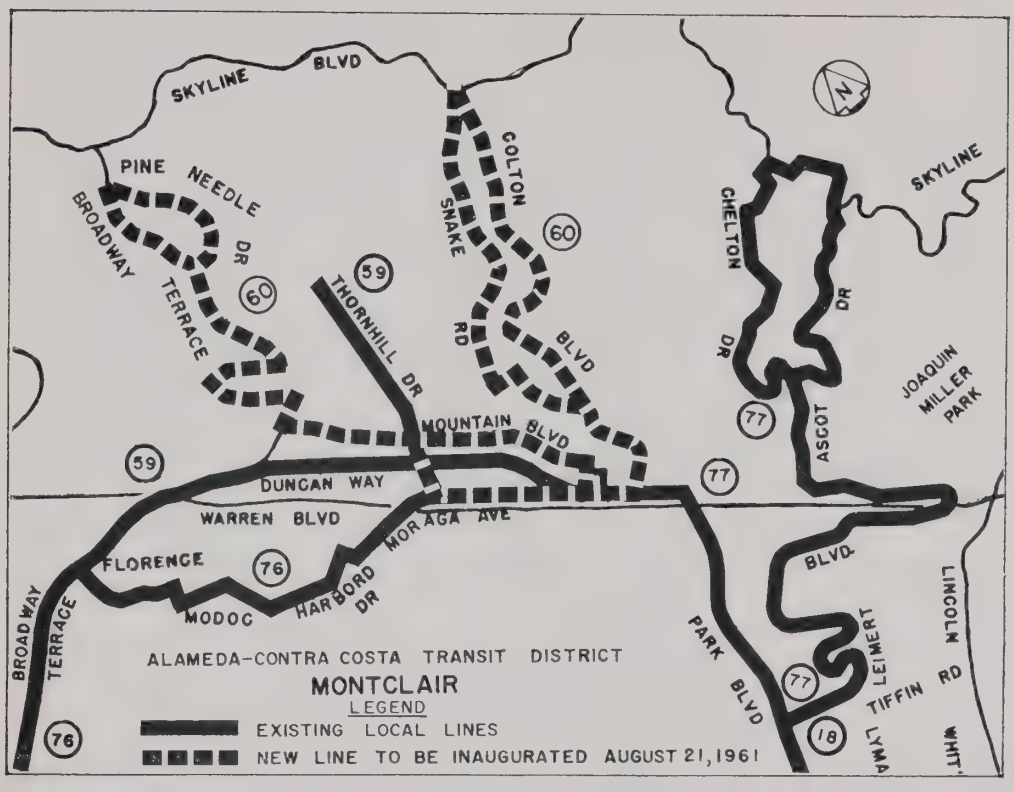
Retail stores also had timetables to distribute, along with special "how to get there by AC Transit" information, listing important buildings and services, along with bus data and a map.

Large cards, with timetables, were displayed by the stores as an added service.

Buses on the 90, 92 and 91 extension not only flew their opening day flags, but carried signs advertising the free ride courtesy. The fare boxes also were "posted", notifying passengers they could "ride free today, courtesy of the Hayward retail merchants and AC Transit."

The new lines, first complete service for the southwestern Hayward area, will give the residential districts direct access to local shopping centers, to schools, downtown Hayward business area and to convenient connections to other district bus lines, including City Express service to other major East Bay cities.

NEW SERVICE — Transit representative Ann Castle gives information on new Hayward neighborhood bus lines to Diane Rowe, 410 Wait St., Hayward.



MONTCLAIR SERVICE—Map shows route of new 60 line serving the upper Montclair hill area. The line, which went into service August 21, operates into upper Broadway Terrace and Snake Road areas.

Bus Line to Serve Montclair Hill Area

A new neighborhood line to serve the upper Broadway Terrace and Snake Rd. areas of Montclair was inaugurated this month.

The service—Line 60—part of the district's over-all plan for improved transit, provides residents of the Montclair hill area direct access to the local shopping district, along with connections to downtown Oakland and San Francisco lines.

Free rides during the first day of operation August 21 were provided by the Montclair merchants and the Transit district to help acquaint residents with the new line and a letter of introduction and timetables also were delivered to every home served by the line.

The routing generally follows recommendations made in the 1959 De Leuw, Cather engineering report, with the line operating continuously, as one through routing, over the two branches.

The line will operate from Medau Place and Moraga Ave. in the business district via upper Broadway Terrace to a loop at Pine Needle Dr., returning to the shopping area. The route then proceeds to Skyline Blvd. via Snake Rd., returning along Colton Blvd. and Snake Rd. to the village shopping district.

DANGER AHEAD—Keeping a safe following distance—one coach length for every 10 miles an hour—is one of the main points in operator training. Student Charles Bond practices what he's learned under watchful eyes of Instructor Dale Swinford.

Training Program Teaches Operators Fine Techniques of Defensive Driving

How long does it take to train a bus operator?

With one of the finest programs in the industry, AC Transit's training department takes about 30 working days to turn out operators to match district standards. And as all drivers can tell you, it's not an easy course—but one that pays off in safety figures and in the district's increasing number of passengers.

Before an operator takes the wheel to become the district's most important "salesman," he not only has extensively learned about the transit business, he has been thoroughly installed with the techniques of "defensive driving."

Which means he's learned to approach intersections with his foot on the brake; he's learned to keep his mind and eyes on the job and to constantly anticipate what might happen.

He knows danger spots—things like when a ball rolls out on the street—there's likely to be a child right behind it.

He must be aware of intersections, to keep the correct following distance, to anticipate what other drivers and pedestrians might do. He knows the importance of stopping smoothly, of expecting the unexpected. And he knows that the success of public transit in this area largely depends on the way he operates, not only in accident prevention, but in his treatment of the riding and driving public.

The training program, under chief instructor Stanley Pearce, concerns new

operators and veteran drivers who have returned "to school" to familiarize themselves with new equipment.

For the new men, it's a course of seven days of unit training and three weeks of route training, where they learn while driving. Pearce sums it up this way:

"First we tell them, then we show them, then we let them do it."

In the process, men learn about their own working conditions, schedules and routes in their division, claims and accident reporting, fare structure, operating procedures.

They learn about transfers, how to conduct themselves with the public, how to analyze a driving situation and "read traffic." They learn how to make right hand turns at the correct angle—something of a trick with the large new buses. And they are taught how to ease into the small loading zones so passengers can get aboard conveniently, without a flying leap.

Pearce thinks the biggest problems for new drivers include keeping to the right following distance, pulling into loading zones correctly and allowing enough — but not too much — room for right hand turns.

Before they get out of school, would-be operators have to pass a written test and an on-the-job test, before the wheel is theirs.

PARKING — Stopping coach in just right spot, 18 inches from the curb, for boarding passenger occupies attention of, standing left to right, Ira Koehler and Richard Young, and kneeling, left to right, John Contino, Jr., Instructor C. E. Redmon, and in doorway, Calvin Nelson.

RIGHT TURN — Instructor Al Brand, left, points up problem of jutting car fender to students, left to right, Robert Barnhill, Charles Bond and Edwin Hiatt, during right-turn training.

Special School Bus Cost Plan Adopted

Special bus service to Oakland's new Skyline High School was assured this month with approval of a financial agreement by the board of education and transit district board of directors.

The agreement establishes a formula which can be followed if the transit district receives similar requests for special school service from other school systems.

Transit officials agreed to impliment service as needed on existing lines in the hill area and also to extend existing lines to the new high school.

The special line will be paid for by the school district at the transit district's actual cost per mile during the month the service is rendered, now approximately 56 cents.

With an estimated 12 buses a day, traveling a total of 194 miles, the cost to the school district was estimated at $19,500 a year. The alternative proposal permitted full utilization of existing transit routes, and higher efficiency of operation permitted a substantially lowering of an earlier proposal of $31,000.

Students riding the buses will pay the customary 10-cent fare.

William J. Bettencourt, president of the transit board of directors, noted that the school district will pay only for the extra service required by the school.

At the same time, he said, the transit district by assuring proper compensation for these special routes, will set a precedent that can be followed for any other schools requiring special service.

J. R. Worthington, AC Transit general manager, said the estimated cost of $79,500 is based on 65 percent of the school's 1,600 students riding buses.

"Should this forecast be high," he added, "we will use fewer buses since we have costs involved, too," lowering the estimated cost to the school district.

To help reduce the expense of the special school service, students will be asked to arrive over a period of some 90 minutes before school starts at 8:25 a.m. Library, cafeteria, auditorium and other school rooms will be opened for pre-school study and club activities.

The board of education, which earlier this year planned to end all special bus service, also voted to seek bids on providing special service to the Munk and Howard elemenetary schools and the King Junior High School.

Another problem area that will be served—the Shepherd Canyon route to Montclair—is still under study.

Self Insurance Plan Adopted by Directors

A new self insurance plan, which may save the district between $100,000 and $200,000 a year, has been adopted by the AC Transit board of directors.

Under the plan, the district will handle its own casualty insurance coverage up to a total of $50,000 per accident, instead of paying a private company for the same service.

General Manager John R. Worthington told the board the district will save managerial costs and other fees, plus interest earned on accrued reserves set aside for casualty coverage.

When it took over from Key System Transit Lines last October, the district assumed the insurance contract between Key and Transit Casualty Company. Worthington was instructed to notify the company of the board's action and to proceed with plans to establish the self insurance program commencing early next year.

Veteran Operator Wheels Last Gasoline Bus Across Bay Span; Diesels Take Over

The same driver who guided one of the first buses across the Bay Bridge in 1937 was still at the wheel when the last gasoline-powered motor coach rolled over the span to end a pungent era of transbay travel.

Jimmy Oates, of 2350 - 109th Ave., Oakland, operator at the East Oakland Division, piloted the final trip on the N-San Leandro line on July 31. Veteran of 38 years of transit service, he's been driving a bus for 33 years and was behind the wheel on the same N line when the Key System sent its first buses across the bridge on May 9, 1937.

The last 31 of the gas-powered coaches were withdrawn from bridge duty and commute runs on the K-Havenscourt, R-Hayward and N lines, and were replaced by the more efficient diesel-operated coaches.

Commuters making the last gasoline-propelled run with Oates were presented with special souvenir cards, which marked the time and date of the last trip and invited the rider to be the guest of AC Transit for a free ride home.

Oates remembers that the first bridge buses were considered "deluxe rigs" that had "all the passengers grinning about what big windows it had and the fine riding it was."

There was no terminal in those days and the buses just stopped at Fourth and Mission Sts. in San Francisco, moving later to the Sante Fe depot on Fourth St.

Inauguration of bridge bus service was preceded by a parade of equipment and by public speech making; but those who asked that the buses be used for commute service were told—to the Key System's later chagrin—that it was a special elegant sort of service, not practical for commuter use, because there would not be sufficient room for additional commuter buses on the bridge.

Although he now and then takes a local run for variety, Oates has been driving the bridge for most of the 21 years since start of transbay service and he's operated about every type of bus used. He'll continue on the span, but in the air-conditioned, streamlined "Transit Liners."

LAST TRIP—James Oates (right), gives a commuter one of the special souvenir cards which marked final schedule of gas-powered buses on the bay bridge. The card also invited passengers on the N local to a free ride home.

Lakeside Park Offers Fun to Explorers

By Virginia Dennison

It's always fun to take a new look at familiar grounds and come up with a discovery—like the mysterious fountain at Lakeside Park. Add an exploratory walk through the extensive garden area and you have a different view of the Oakland park, an adventure close to home.

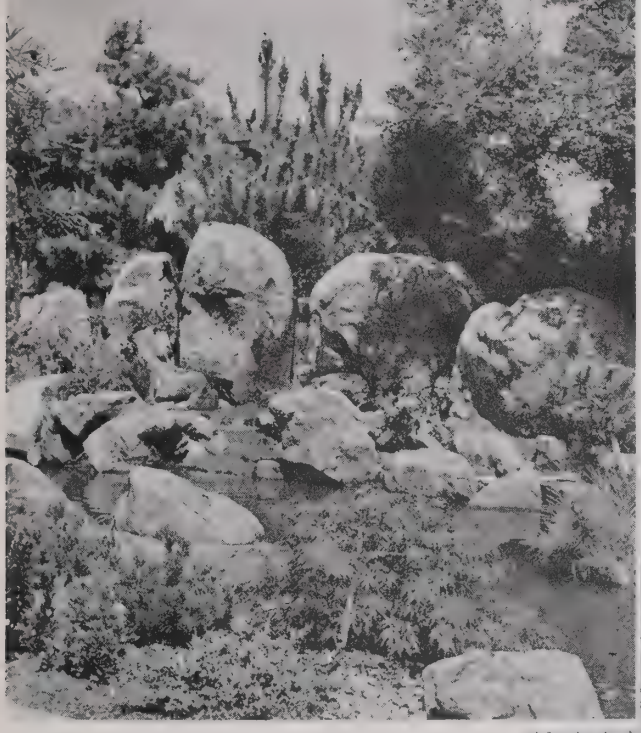
For an afternoon at Lakeside Park, you might want to put on a tourist air and start with the bus stop at the corner of Perkins St. and Grand Ave. Walk diagonally toward the lawn bowling area and you'll find, in a glen by itself, the "forgotten" fountain of Lakeside Park, little known and seldom seen by most visitors.

Erected by the first Oakland Park Commission in 1911, the fountain commemorates the public service of John Edmund McElroy, city attorney from 1906 to 1910. The mosaic floor was laid at a later date. Precise city records list the cost at "approximately $11,011."

A monument to an almost forgotten era, the fountain bubbles in quiet desertion. But walk from it to the lawn bowl ing courts and you will find another tradition, active and elegant, where the stance of the players rolling the lopsided balls is as interesting to watch as the results.

Be sure to look at the interesting and

LONELY FOUNTAIN — In a glen by itself at Lakeside Park is the little known "McElroy fountain", erected by Oakland's first park commission as a monument to an early city attorney. This was a popular beauty spot when the water park was young.



COOL BEAUTY — The Japanese Garden at Lakeside Park offers tranquility and the charm of tinkling water against a background of artistic simplicity.

WHITE HUNTER — Young visitor at Lakeside Park wild life refuge finds friendly ducks a handy target for pretend shooting with a pretend gun.

lovely Garden Center before making another discovery — of the exceptional Japanese Garden at the rear of the center, another spot of lone beauty.

Stretching out from the center are the gardens of the park, interest consuming for anyone who has tried to grow things, with or without a green thumb.

There are work centers, green houses and nice people for question-asking. But also there are gardens, like the large dahlia plot, the chrysanthemum display which becomes dazzling later in the year, and the camellia plantings. For now, expect the fuchsia lath house and tuberous begonia display to tinge your admiration with envy. Looks so easy!

From the back of the garden area, a roadway will put you in sight of the nation's first wild life refuge. Try to make it in time for the 3:30 p.m. talk by a park naturalist. Penguins sail in for feedings, ducks gather — along with people — and there's always something to watch and learn.

On your way back to the bus stop, detour into the Rotary Natural Science Center, if only to see the bee hive in action on one wall and live snakes in non-action on the other.

From there, it's a short walk back to Grand Ave. and Perkins St. and buses on Lines 12, 18 or B. On purpose, this "Transit Trail" avoids other Lakeside Park features, including Fairyland, boating and the Sunday band concerts, for those are things for another day.

He Sings a Merry Tune

Cashier Mixes Music and Tinkle of Coins During Long Years of Transit Service

Any musical notes, above the tinkle of money in the cashier's department at 1106 Broadway, can probably be attributed to A. E. "Ted" Cooke, who not only holds honors as the oldest-in-time employee at the main office, but can sing a merry tune as well.

Ted is the man where the money comes from or goes, according to your view. He also has a voice which makes him equally well-known, especially if your memory goes back to days of the Key System minstrel shows.

Ted went to work for Key System 44 years ago, as an office boy in the accounting department at 22nd and Grove Sts.

His runner-up for long-time service at the general offices, Ursul Havens, also started in accounting at the same place in 1919, two years after Cooke.

Along the way to his present post of cashier, Ted spent some pleasant years at the Ferry Building in San Francisco, where he saw the multitudes and sold to many of them their tickets.

Some of his customers included Babe Ruth, Jack Dempsey, Joe Louis, Admiral Byrd, Mrs. Theodore Roosevelt, Wallace Beery—and part of his fun was to pass the word along so that celebrities got a welcome when they reached the Oakland side.

Cooke also was the first clerk on duty when the Transbay Transit Terminal opened in 1939 and this time he was on the receiving end, beseiged by railfans who wanted his autograph on tickets.

A trained singer, Cooke has performed radio, church and minstrel work and now is a member of the Scottish Rite male chorus. He has a handy accompanist in fellow worker Henry Patterson, violinist who had his own orchestra in his native Scotland.

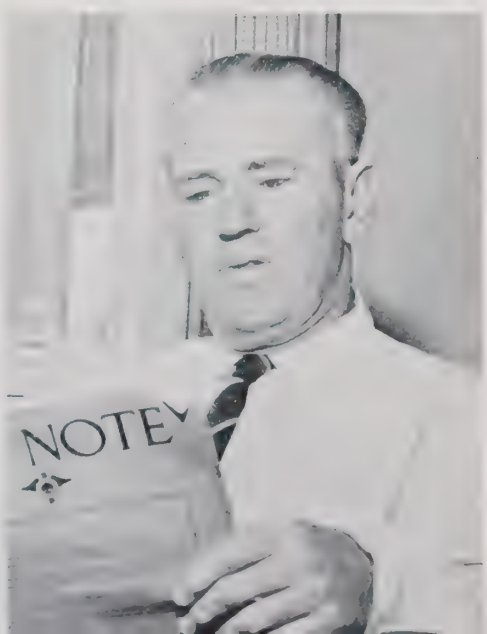
A widower, Cooke lives with his son-in-law and daughter, Cecil and Marian Brown, and a grandson, Chris, at 1599 Purdue St., San Leandro.

His co-worker, Miss Havens, stayed at 22nd and Grove Sts. until the department moved to 1106 Broadway in 1943.

She describes her work as "accounts receivable and payable"—or simply "the one who pays the bills."

She's also the rare woman who can keep personal accounts straight and make out an income tax return. An avid reader, Miss Havens lives with a sister at 313 Broadmoor Blvd., San Leandro and likes to garden in leisure moments.

HIGH NOTE—A. E. "Ted" Cooke, who has tallied up 44 years of transit service, looks over memento of the days when he donned black face for popular Key System minstrel show.



New Group Welcomed by District

Another group of new operators has been assigned this month, after completing basic training. The new "pilots" include:

Division 2

P. G. Kirk, 2000 Channing Way, Berkeley; M. D. Cook, 1268 - 143rd Ave., Oakland; R. J. Bilodeaux, 100 Stonyridge Pl., Walnut Creek; William Palmer, 3145 Telegraph Ave., Oakland; H. H. Foster, 910 Jones St., Berkeley. Returned from military leave to the division was G. T. Jacobs, 1515 - 101st Ave., Oakland.

Division 3

E. B. Burke, 1023 Lincoln Ct., San Jose; L. O. Ochoa, 215 - 22nd St., Apt. 1, Richmond; J. F. Duff, 425 Lexington St., El Cerrito; W. J. Frink, 939 Solano Ave., Albany; Gene Wright, 417 Gertrude Ave., Richmond.

Division 4

D. C. Fortier, 3924 Gardenia Pl., Oakland; C. G. Wyatt, 498 - 105th Ave., Oakland; R. R. Wieber, 2440 - 8th Ave., Apt. 2, Oakland.

No Toll Charge for Hayward Area Residents

An improved information service was installed this month for residents of Hayward, Castro Valley and portions of San Lorenzo, making it possible to telephone AC Transit for information without a toll charge.

By dialing Operator and asking for Enterprise 1-3035, residents of the Hayward area are connected—free of charge—with Transit Information, the lost and found department or charter service. Other calls continue to require the OLympic 3-3535 number.

The Enterprise number will be listed in the new Hayward phone book next October and is being carried on schedules of lines specifically serving the Hayward area.

Running Time Speeded Up on Transbay B Line

Service was speeded up during the month on the transbay B-Lakeshore line, saving riders, and commuters in particular, as much as five minutes in travel time.

Completion of widening and paving of Grand Ave. between Cypress St. and Telegraph Ave., made the time saving possible.

The running time was shortened from one to five minutes on all schedules, with rush hour trips getting the greatest advantage. As a result, commute hour schedules between San Francisco and the Broadway-Grand Ave. station were shortened to 25 minutes. Basic midday travel time was reduced to 23 minutes.

In Memoriam

Thomas H. Smith, 80, one of the veteran street car operators who piloted cars out of Central Division for almost 41 years, died on June 10.

Smith entered service in May, 1905, and retired effective April 1, 1946. His last address was 2010 Telegraph Ave.

Survivors include two daughters, Mrs. Gladys C. Bell and Mrs. Margaret Rodgers, both of Oakland.

ACTIONS OF THE BOARD

At an adjourned regular meeting July 26, 1961, the Board of Directors:

• Authorized a free ride program participated in by the merchants of Hayward for new Lines 90, 91 and 92 during first two days of service, August 17 and 18 between 9 a.m. and 3 p.m. on motion of Director Warren.

• Rejected all bids for new fuel contract on basis bidders failed to meet specifications, and authorized General Manager to negotiate in open market, on motion of Director McDonnell.

• Approved inauguration of new Line 60 in upper Broadway Terrace and Snake Road areas of Montclair August 21, on motion of Director McDonnell.

• On recommendation of Committee on Finance, as result of study of current casualty insurance procedures, directed the General Manager to accept six-month notice of cancellation of present policy of Transit Casualty Company, on motion of Director Barber.

• Offered Oakland Board of Education a new "economy" proposal on costs of providing special bus service to Skyline High School, on motion of Director McDonnell.

* * *

At the regular meeting August 9, 1961, the Board of Directors:

• Authorized and directed General Manager to execute three-year fuel contract with Shell Oil Company, on motion of Director Berk.

TRANSIT TIMES

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Alan L. Bingham, Editor

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

• Approved agreement to provide special bus service to Skyline High School, Oakland, subject to reimbursement by Oakland Board of Education, on motion of Vice President Copeland.

• Authorized extension of transbay F-Berkeley line via Solano Ave. to San Pablo Ave. in Albany during evening hours, on motion of Director Copeland.

• Authorized participation with Montclair Merchants Association in a free ride program on opening day of new 60-Montclair line August 21, on motion of Vice President Copeland.

• Declared 10 gasoline-driven Mack buses as surplus and authorized the General Manager to proceed with sale of three, on motion of Director Coburn.

TRANSIT TIMES
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For the Good of Your Community

Vol. 4 No. 5 OAKLAND, SEPTEMBER 1961

OCT 4 - 1961

UNIVERSITY OF CALIFORNIA

Bus Modernization Ahead of Schedule With Big Savings

AC Transit's program of rehabilitating and "dieselizing" equipment acquired from Key System is now in its final stages of completion—and at a cost far less than original estimates.

In a recent progress report to the board of directors, General Manager John R. Worthington disclosed that although $360,000 had been allocated for the program, total costs had been reduced to $208,105, a savings of nearly 45 per cent.

The program is well over half completed, he said, with about $113,500 spent so far and $94,612 in work remaining.

Of 276 Key System diesel coaches acquired for continued service, 162 have been repainted in district colors and refurbished, with some 114 still scheduled for rehabilitation.

Work on these coaches was halted temporarily, Worthington explained, to concentrate on rebuilding and repainting 10 smaller gasoline coaches for hill service.

After extensive study and some shopping around, it was found that by making use of available second-hand transmissions and use of second-hand diesel engines, the buses could be converted and thoroughly rehabilitated at a cost of

(Continued on Page 2)

District Pays Tax Bill Nearing $1,000,000 in First Operating Year

AC Transit will pay almost a million dollars in local and state taxes during its first year in operation.

Almost half of the total, approximately $426,000, has already been paid by the so-called "tax-exempt" transit system, on the purchase of Key System Transit Lines and on 250 new buses.

In addition, the district expects to pay about $500,000 a year in sales taxes and state fuel taxes through normal operations.

Of the amount paid on purchase of buses and operating facilities, the 11 cities and unincorporated area served by the district will receive $107,205 in local sales taxes.

Cities Benefit

With the last of the new buses delivered and placed in service, payment of the tax revenue on their purchase will be made by the State Board of Equalization.

Local sales taxes on the new buses, amounting to $71,268, will be distributed on the basis of miles operated during 1960 in each of the 11 East Bay cities and unincorporated area, according to an allocation formula prepared by the district and approved by the state board.

(Continued on Page 10)

Safe Bus Operators to Be Honored with Gold Pins in New Safety Award Program

A new safety award program, featuring newly designed, gold award pins, will be inaugurated by AC Transit next month to honor its safe bus drivers.

To qualify for the annual award, operators must complete 12 consecutive months of safe driving and maintain a satisfactory attendance record.

The new program replaces the former safety award program of System Transit Lines and will be based on types of accidents rather than judgment as to

whether the accident was avoidable or unavoidable.

The program particularly will stress the district's emphasis on defensive driving techniques—the ability to avoid an accident.

It will be retroactive to the commencement of district operators last October and drivers who fulfilled the new qualifications during the past 11 months will be eligible for the safety award.

Types of accidents which will disqualify operators, according to Safety Engineer G. G. Wadsworth, include rear end accidents, mishaps to passengers within the bus, hitting fixed objects, striking parked vehicles, certain types of accidents at intersections, and collisions between two vehicles.

Different from the old program, where drivers returned their pins upon receiving new awards, the AC Transit pins will be kept by the drivers permanently. New pins will be given for each 12-month period. The pins will contain numerals to designate the number of accumulated years of safe driving.

The gold pins carry the AC Transit emblem in district colors, and the word "safety," as well as the numeral.

Wadsworth, in explaining the program, said it should eliminate inequalities of the past system, including the judging of accidents, and, instead, provide a means of paying tribute to the professional driving ability involved in preventing accidents. The program contains revised attendances rules geared to the five day work week and is so designed that drivers may easily determine their safety standing at any time.

Buses 'Diezelized' and Refurbished for Hills

(Continued from Page 1)

under $3,000 per unit, Worthington said.

The converted coach has the same features, appearance and rider appeal as new 36-passenger buses, which would cost $25,000 each. During trials in hill areas, the converted buses have proven to be extremely successful.

Of the 10 coaches set for this conversion, six are completed and in service.

Use of the 2500 series of gasoline driven, hyraulic-drive 40-passenger units for new lines in Hayward and lightly patronized low mileage feeder lines also has proven highly satisfactory, the general manager reported. Work is progessing on the repainting of 20 of these coaches, with the job more than half done.

CAMPAIGNERS—Planning AC Transit's participation in the United Crusade at an Athens Club dinner meeting are, left to right, seated: General Manager John R. Worthington, William Skilling, N. P. Alevizos, John F. Larson, general chairman, and C. M. Walker. Standing, left to right, are A. R. Lucchesi, E. A. Towers, T. P. McLean, J. W. Enos, F. Vern Stambaugh, J. D. Goodman, Capt. James P. McCarthy of Oakland Police Department, guest speaker, and Robert Dunn.

District Launches United Crusade Drive

AC Transit's participation in the 1961 United Bay Area Crusade was launched this month at an information and planning dinner held for campaigners at the Athens Club.

The campaign, first for the district, will be a joint drive, with members of the Carmen's Union and other employees cooperating in reaching the 100 per cent goal.

John F. Larson, treasurer-controller, is heading the effort as campaign chairman, under a program that has the support and approval of general manager John R. Worthington.

William Skilling, assistant treasurer for AC Transit, is assisting Larson as vice chairman.

F. Vern Stambaugh, president of the Carmen's Union, is heading up participation of the union membership.

Crusade chairmen include C. M. Walker, Bay Bridge terminal; Robert Dunn, purchasing and stores, Emeryville division; E. A. Towers, maintenance and J. D. Goodman and Ellen Enos, transportation, Emeryville division.

Serving as chairmen from the West Contra Costa division are J. W. Enos, maintenance, and N. P. Alevizos, transportation. From the East Oakland division, A. R. Lucchesi, maintenance, and T. P. McLean, transportation, will serve as chairmen.

Speaker at the dinner was Capt. James P. McCarthy of the Oakland Police Department.

He explained ways United Crusade agencies help reduce crime, delinquency and other community problems, thus keeping the citizens' tax bill lower than would otherwise be possible.

Pioneer Montclair Line

Drivers Recall Beginning of Bus Service

A 40-year-old photograph, showing the first bus trip into Montclair when the area was pasture land fringed by trees, led to a reunion this month between two former bus drivers who pioneered local motor coach service in the East Bay.

J. L. "Marty" Martin, 75, who went to work in May, 1921, and C. E. Pehrson, 68, who started in September of the same year, are believed to be the only survivors of the first group of bus operators hired by Key System to operate their fledgling motor coach service.

Company records indicate that the first bus line started on May 16, 1921, from the end of the old No. 7 street car at Ygnacio Ave. and Trask St., Oakland, via Foothill Blvd., Seminary Ave. and Trenot St. to Mills College.

The Montclair service, generally believed to be the first, is listed as starting a week later, on May 21.

Both men remember that buses were something new—viewed with suspicion by some of the passengers who were inclined to hang on for dear life.

Although they hadn't seen each other for well over 35 years, Martin and Pehrson recognized each other immediately at a meeting in Montclair at Moraga and La Salle Aves., site of the tree-shaded lane where they parked their newfangled coaches.

They remembered that the Realty Syndicate—relative of the Key System—paid the bills for the motor coaches, to provide transportation for potential customers to the new Montclair real estate promotion.

The buses met local streetcars and San Francisco trains at 41st and Piedmont Ave. and chugged over Piedmont to Pleasant Valley Rd. and up Pleasant Valley to Moraga Rd., through Piedmont

NEW SERVICE — Montclair was wide open spaces when the first bus carried potential customers to the Realty Syndicate's tent tract office on May 21, 1921. Event marked start of Montclair development and eventual establishment of area-wide bus transportation.—Photo from Vernon Sappers collection.

FIRST DRIVERS — J. L. "Marty" Martin (left) and C. E. Pehrson, who drove on the first bus service to Montclair in 1921, find AC Transit's equipment far different from old coaches. Terrain also has changed. Site of original Realty Syndicate tract office, terminal for initial bus operations, is in background.

on Moraga Rd. and up Moraga to the real estate tract office.

The first office was in a tent, but as business progressed it was replaced by a handsome, Spanish-style building—the first business structure in Montclair, according to Martin's memory.

The building later was moved to a triangle at Mountain Blvd., Antioch St. and Antioch Ct. Its original site, on the Piedmont hills side of Moraga Rd., is now in the middle of the Warren Blvd. freeway.

Martin recalls that the buses ran on a 40 minute schedule—he used to exercise his horse between trips. If it was raining, he would let passengers off in front of their homes—driving around the block if necessary.

He worked for the transit company for three years and later operated the Montclair stoneyard. He lives now at his cattle ranch, 14575 Cull Canyon Rd., Hayward.

Pehrson, 2848½ Central Ave., Alameda, liked people and liked driving well enough to work 38 years as a bus driver before his retirement in 1959. But nothing in Pehrson's opinion ever matched those first years, when passengers and drivers were part of one, friendly family.

Both men are credited with helping to set up a profession of bus operations that has evolved into today's AC Transit system.

Riders Jam Hayward Lines to Welcome New Network of Neighborhood Lines

A surprising response to courtesy free rides, which recently introduced three neighborhood bus lines in Hayward, resulted in the "most people and the least cars" in downtown Hayward in the memory of local Chamber of Commerce officials.

On the first day of the free rides, some 1,427 passengers rode into the downtown section on the three new lines, while a total of 1,041 took outbound trips during the free ride period between 9 a.m. and 3 p.m.

The second day was even more amazing, with 1,628 riding inbound and 1,190 taking advantage of courtesy rides outbound to the southwestern Hayward residential areas.

As result, four extra buses were rushed into service to handle the crowds, providing second sections on all schedules on the new 90, 91 and 92 lines.

"It was just like opening of the Oklahoma Territory," according to General Manager John R. Worthington.

"The two buses would pull up, the doors would open and the crowds would pour out.

"There were women with strollers, women with babies. I didn't expect half the number of riders."

He said the response indicated that the new lines into Palma Ceia Village, Schafer Park and other residential areas have a good chance of success.

"It shows the value of cooperative effort between merchants and transit. In fact it shows the value of transit in maintaining and helping to assist growth of business areas," Worthington pointed out.

The free rides to celebrate inauguration of the new service were supported by Hayward retail merchants and the transit district.

FIRST LADY — Mrs. Charles Jurasken, 24763 Woodacre Ave., Hayward, first passenger to leave the 92 bus during inauguration free-ride festivities, receives corsage from General Manager John R. Worthington. At right is hostess Elaine Clark.

A similar unexpected response came three days later when another free ride program introduced the new 60-Montclair bus line to residents of the upper Broadway Terrace and upper Snake Road areas.

A total of 1,346 rode the inbound trips and 1,188 took outbound rides, giving the Montclair business district a real flurry of visitors. Extra buses also were called into service to run second sections during the free ride period in Montclair.

Drivers, Other Workers, Join District

AC Transit welcomed another group of new employees during August, including 17 bus operators, assigned as follows:

Emeryville Division

L. B. Bone, 687 MacArthur Blvd., Oakland; C. L. Bond, 1180 Ocean Ave., Oakland; John Contino Jr., 945 - 45th St., Emeryville; O. J. Witthoeft, 1089 57th St., Oakland; F. N. Gomez, 1714 Cedar Ave., San Leandro.

Also new at Division 2 are William C. Godfrey, 2607 - 12th St., Oakland, and Donna Lee Billings, 11015 Foothill Blvd., Oakland, transportation; J. Ronald Vidinha, 1280 - 148th Ave., Oakland, building maintenance, and Kenneth Ayres, 474 - 36th St., Oakland, maintenance.

West Contra Costa Division

H. J. Barnes, 78 Nichols St., Richmond; E. R. Hiatt, 1712 Elm Ave., Richmond; M. J. Dube, 214 Reis St., Vallejo; Charlie Collins Jr., 1430 Contra Costa Ave., San Pablo.

Assigned to Division 3 in maintenance was Allen Daniels, Avalon Hotel, Oakland.

East Oakland Division

W. D. Henshaw, 678 Juana Ave., San Leandro; C. E. Davis, 1151 - 73rd Ave., Oakland; Leonidas Davidson, 521 Berry Ave., Hayward; I. J. Koehler, 2843 21st Ave., Oakland; R. C. Young, 523 B St., Hayward; Frank Glorioso, 9956 C St., Oakland; G. E. Grandison, 2610 Grande Vista Ave., Oakland.

New in Division 4 maintenance are Degartria Jackson Jr., 900 Virginia Ave., Richmond and Weldon D. Drury, 2451 Church Lane, San Pablo.

Welcomed at the general offices has been Carl E. Strand, 16230 Windsor Dr., San Leandro, assigned to treasury.

Improved Service Starts in 6 Cities

Service expansion on several transbay and local lines brought improved transit to residents during the month, with commuters getting special attention.

Improvements included extending and re-routing a special commute branch of the transbay R line, to provide Hayward's large residential area of Palma Ceia and Southgate its first direct bus service to San Francisco.

The re-routing, to make greater use of the Nimitz Freeway, cuts between seven and 14 minutes from the previous running time between San Lorenzo and San Francisco.

Oakland area residents along Skyline Blvd. were given their first direct transbay commute service through an extension of a special commuter branch of Line C to Montclair.

In addition, new midday service between the intersection of Redwood Rd. and Skyline Blvd. and Montclair was provided by inauguration of Line 77-A.

By supplementing operations of Line 77, the new branch doubles service between Montclair, Oakmore and the intersection of Joaquin Miller Rd. and Lincoln Ave.

Extension of Line F-Shattuck Ave. into Albany, requested by Mrs. Kathie Zahn of Albany, now provides hourly service along Solano Ave. direct to San Francisco Mondays through Saturdays and seven nights a week.

Improved midday service on Lines E-Claremont and Line C-Piedmont also was inaugurated, with buses running every half hour, instead of the previous 45-minute headway.

FISH ON — Hopeful fishermen enjoy anticipation and pleasant sun on Berkeley Pier, favorite spot for families and sportsmen.

WHAT IS IT—To more serious fishermen, it's a bullhead. But to two young enthusiasts, it wiggles and it's a fish, intriguing to watch.

Transit Trails

Trip to Berkeley Pier Provides Fun, Fish

By Virginia Dennison

The Berkeley fishing pier has always been a great place for the kids, one of the ideal spots for father-and-son (and daughter) outings.

But now, with the clean water in the bay and striped bass flipping around like mad, an expedition to the pier has a good chance of paying off in the kind of fishing that brings sportsmen out, as well as parents.

Of course, the stripers aren't always right there, but they do have a special taste for the shiners that cluster around the piles and it adds impetus to the "bus tour of the month" to know that you just might make the return trip with a large-sized catch.

The pier itself has been improved to to haul in bullheads and shiners and at times, perch, flounders and jack smelt.

Rod holders, in any case, can expect make fishing a pleasure as well as a sport. It has concrete paving, sanitary facilities and a place to clean fish. And with pleasant autumn weather ahead, there should be a flock of just-right times with incoming tides at reasonable hours and assurance of balmy days under the sun, plagued only by the frequency with which bullheads strip the bait.

As an added dollop, there's a bait and marine shop on the pier that seems right out of South Pacific. It has everything from sardines to old anchors and abalone shells, topped off by a real, live parrot that may talk. Nice place for snooping or for enjoying a cold can of beer.

Might even plan to make it the first stop, for it's a healthy hike—and interesting—from the end of Line 51—College Ave. at the Southern Pacific Depot in Berkeley.

Youngsters, particularly, might enjoy the novelty of crossing the tracks and walking under the freeway ramp to reach stairs and a walkway that takes you over freeway-whizzing cars.

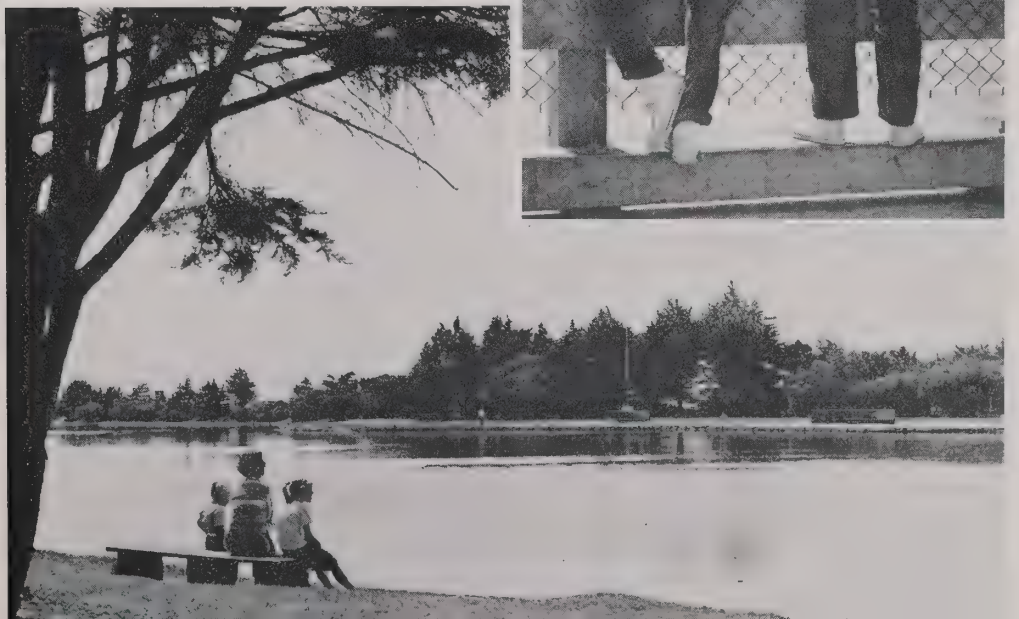
From there, it's onward straight ahead. This is the same procedure for those who might want to watch or sample the sport fishing boats leaving from the Berkeley Yacht Harbor. And while there, by all means take the detour to the harbor to watch the weekend sailors at their usual task of working on their boats.

From the same bus and same terminal you might also want to take advantage of Berkeley Aquatic Park, a hop and skip from the S. P. Depot.

Ideal for small sailboats, the park has a lawn, trees and pretty vistas and seems surprisingly deserted. You might be the first to discover it's a wonderful place for family picnics and lolling in the sun.

HE WHO WAITS — Patience makes the fisherman and, sometimes, a catch of bass.

QUIET BEAUTY — Berkeley Aquatic Park, serene and uncrowded, is discovery spot for a tranquil day in the sun.



What the Editors Are Saying About Transit

The (Oakland) Montclarion:

An Example of Public Morality

MORE and more, it seems to us, individuals and public bodies do not seem to take seriously pledges they have made, making plausible excuses for non-performance.

Perhaps this is a generalization based on limited observation and therefore not universally true.

At any rate, it has been a source of great satisfaction and respect to observe how the new AC Transit system, its board of directors and its executive staff, has more than fulfilled its pledges made before the election in which the voters approved public ownership of the east bay transit system.

The system has added approximately one million bus miles to its service.

It has instituted a new line serving the Montclair residential district for which residents have been waiting for 35 years.

In starting this new line, AC Transit went beyond recommendations for improved service in the hills, as made by De Leuw, Cather, the research firm hired before the election to make a study of transit needs. De Leuw, Cather recommended new service in the hills but indicated this could not be done until the city improved the streets for bus transit. AC Transit bought special buses that serve the purpose.

AC Transit has also introduced direct service to San Francisco for Crestmont and Montclair commuters.

It has cooperated with the Oakland board of education to provide school transportation for the new Skyline high school and other schools at a reasonable price.

And in spite of, or because of these improvements in service — plus the introduction of modern air-conditioned buses — the transit district is showing an increase of 4% in revenue for the first six months over last year. It is the only system on the west coast that has shown an increase; indeed many systems all over the U.S. are losing money or barely holding their own.

The Montclarion is happy to pay tribute to General Manager John Worthington, his staff, and members of the AC Transit board of directors for their honorable and painstaking attention to fulfilling pre-election pledges — and making it all pay off without requiring more tax support.

Sales Tax Allocated To East Bay Cities

(Continued from Page 1)

Amount of tax revenue from the new buses will be shared as follows:

Alameda, $4,191; Albany, $1,718; Berkeley, $10,305; El Cerrito, $2,259; Emeryville, $1,112; Hayward, $855; Oakland, $39,576; Piedmont, $869; Richmond, $4,347; San Leandro, $3,563; San Pablo, $378; and Alameda County (unincorporated area), $2,095.

In addition, Alameda County also will receive $35,937 in local sales taxes on the Key System purchase, which came to approximately $7,500,000.

Information Clerks Taken on 'Tour Of Discovery' to see Transit Changes

AC Transit information clerks were especially well informed this month as the result of a tour of discovery arranged by traffic engineer E. Sam Davis.

Davis took nine of the women in Transit Information on the tour — the tenth was absent on sick leave — dividing the fact-seeking session into three afternoon trips.

They were driven over the routes of the new 90, 91 and 92 lines in Hayward and saw for themselves where and how the buses run. They also inspected routes of the new City Express lines, drove through Washington Manor, took a detour to the new Skyline High School in Oakland, getting a thorough look-see at many of the service improvements inaugurated by the district.

"After giving out a great deal of information on the telephone about landmarks and bus stops, the clerks finally were able to personally see them," Davis said. "They took notes just like they were preparing for an examination, even noting street numbers."

For most of them, it was their first actual look at developments in southern Alameda County and a revelation to actually see what they've been talking about in their work of answering questions about transit services.

"It's going to make it a lot easier to answer inquiries—and it certainly makes their work more interesting and more efficient," was Davis' report.

Drivers Assist Transfer Connections

Bus operators were urged this month to keep a sharp lookout in assisting passengers with proper transfer connections as an important improvement to bus transit.

Schedules are established to provide best possible connections at transfer points, and, as a result, some connections are tight and require the alertness of drivers.

Operators with passengers making a close connection were urged by D. J. Potter, general superintendent of transportation, to sound their horn to attract the attention of the other driver. And drivers also were instructed to wait and give the intending passenger an opportunity to make the transfer.

Inauguration of new routes and improved service has made the assistance of drivers in transfer connections particularly important to avoid aggravating "just-misses," Potter pointed out.

IN MEMORIAM

Death came in August to two veteran street car operators who worked out of Central Division in the heyday of trolley service.

Matthew Walsh, 81, who died Aug. 11, went to work on the street cars in 1912 and was pensioned in 1945. He made his home at 525 Spruce St., Oakland.

August Loux, who died Aug. 31, began his service in 1907 and was pensioned in 1948. He was 76 and lived at 2841 Adams St., Alameda.

ACTIONS OF THE BOARD

At an adjourned regular meeting August 30, 1961, the Board of Directors:

• Authorized the purchase of 15,000 token holders for resale to transit riders at the rate of 10 tokens and one holder for $2.25, on motion of Vice President Copeland.

• Approved extensions to Lines C-Piedmont, F-Berkeley and R-Hayward, increased service frequency on Lines C and E-Claremont, and inauguration of Line 77-A serving Crestmont, on motion of Director Coburn.

• Adopted current property tax rate of 2.9 cents per $100 of assessed valuation for the 1961-62 fiscal year, on motion of Vice President Copeland.

• Authorized Directors and General Manager to attend annual meeting of the American Transit Association, on motion of Director McDonnell.

• Authorized Board President and General Manager to attend meeting in New York City to receive national award on AC Transit equipment color design, on motion of Director Coburn.

TRANSIT TIMES

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1106 Broadway
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Alan L. Bingham, Editor

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JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

At the regular monthly meeting September 13, 1961, the Board of Directors:

• Authorized street floor office at 110 Broadway, Oakland, for ticket sales, transit information, lost and found bureau and charter services, on motion of Director Coburn.

Veteran Workers Retire from District

Two veteran employees have been pensioned after long years of service.

Lloyd Beekman, 65, pensioned as of Nov. 1, went to work 25 years ago in Key System's Emeryville shops as a carpenter. In the years since, he worked in body repairs and as a mechanic in the building maintenance department. He lives at 2401 McKinley Ave., Berkeley.

Herbert R. Andersen, 65, pensioned effective Oct. 1, spent most of his 27 years of service as a motor coach operator. He resides at 1902 - 40th Ave., Oakland.

TRANSIT TIMES
Alameda-Contra Costa Transit District
1106 Broadway
Oakland 7, California

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For the Good of Your Community

Vol. 4 No. 6 OAKLAND, OCTOBER 1961

NOV - 3 1961

UNIVERSITY OF CALIFORNIA

Fares Reduced for Teenage Riders

Board Extends 10-cent Fare to 16-year-old Youngsters To Encourage Greater Transit Use On Off-School Days

Teenage fares for youngsters through 16 years of age will be reduced to 10 cents beginning Sunday, Nov. 5.

Latest improvement planned to benefit the young rider, the board voted the fare cut this month to encourage greater use of transit by youngsters.

As a result, all children from 5 through 16 will be able to ride for a 10-cent fare at any time and any place in the East Bay area, regardless of fare zones.

Children from 5 to 13 were granted the lower fare shortly after the transit district replaced Key System Transit Lines a year ago.

William J. Bettencourt, board president, said in voting the fare reduction:

"These youngsters represent the future generation of riders and should be encouraged to greater use of public transportation, particularly on week ends, holidays and during school vacations."

At present, children from 12 through 16 may ride for a dime only on school days after first showing the bus driver their student body card. After the fare cut takes effect, 17-year-old high school students may still take advantage of the 10-cent fare on school days with presentation of their identification card. Children under 5 may ride free when accompanied by an adult.

AC Transit Awarded Top National Honor for New Equipment Color Design

The nation's top honor for fleet motor vehicle color design was awarded this month to AC Transit for its unusual and distinctive "new look" in bus colorization.

An annual contest to pick the best design, sponsored by Fleet Owner magazine, was entered by dozens of truck and bus companies throughout the country.

The district was presented the highest award, an engraved plaque, at the National Fleet Maintenance conference in New York on Oct. 25. William J. Bettencourt, president of the board of directors, attended the meeting and accepted the award.

The district's design and unusual color scheme of turquoise and persimmon, set off against aluminum and white, was recommended to the board of directors by General Manager John R. Worthington after numerous conferences with a consulting firm, Cornelius Sampson and Associates, of San Francisco.

A radical departure from the long familiar yellow and green of Key System Transit Lines, the new streamlined design and colors were selected as exemplifying the new approach to bus travel promised by the district.

Color photographs were taken of the new buses against a background of Lake Merritt and the downtown Oakland skyline to illustrate the "new look" for judges.

LAST OF THE TRAINS—One of the old Key System bridge trains gets a lift—into the hold of the S.S. Belevelyn at Parr-Richmond Terminal for 7,565-mile journey to Buenos Aires and a new life with the Argentina State Railway System. The articulated units are being separated into individual cars for easier transport and will be sent to Argentina in two shipments of about 15 units each.

Transbay Bus Connections Improved

Improved facilities for transbay transfer connections at the heavily used San Pablo station in Emeryville went into service this month.

As a result, buses on Line 57—MacArthur Blvd. and a midday shuttle on Line H—Sacramento St., are operating for the first time directly into the station at San Pablo and Yerba Buena Avenues.

With the rerouting, riders can transfer quickly and safely to transbay lines C—Piedmont, E—Claremont and F—Shattuck Ave., without walking from nearby corners or crossing busy streets. Transfer connections with Lines 72—San Pablo and 14—Adeline St. also were improved as a result of the change.

The improvement was made possible by the Emeryville City Council, which authorized use of city-owned land near the station for a turn-around area.

40-Year Commuter Honored with Photo Record of Bay Transportation History

An album of pictures, covering 40 years of transbay traveling, was presented by AC Transit to Jack Burroughs, Oakland Tribune columnist, when he retired this month from both the daily newspaper and the daily commute.

The photographic record and a letter from General Manager John R. Worthington, paid tribute to Burroughs as a "journeyman," with 300,000 miles of commuting between 1921 and 1961.

Burroughs spent his traveling decades writing many of the jingles which have livened up the Tribune's left-hand corner on Page One and other spots over the years.

Nostalgic like all pastmasters of what he termed the "commuter's trot"—the pace half way between a walk and run used by passengers striding ashore from the foredeck of a ferry—Burroughs has "jingled" his way through "a fair piece" of transportation history.

He started his commuting on the Southern Pacific ferries and the "Red Trains" which once stopped at the Tribune's threshold, writing—and trotting—through the golden years of the Key System, to reach the all-sitting era of today's air-conditioned coaches.

And in a series of notebooks, filled with neat jingles, he can report the progress. Trains jiggled, buses are better for writing—hardly a wiggle in a letter. But still, there was undeniable inspiration in those wonderful ferries! Some of the time.

He remembers foggy days when trying to get into the slip was like "putting a coin in a slot machine with your eyes closed." One morning the ferry tried to make it sideways. Another time—and it wasn't even foggy—the ferry turned around and backed in.

Along with retiring from his newspaper writing, Burroughs is moving from San Francisco to a home in Mill Valley, where he intends to enjoy doing some of the things he never had time for—including traveling! But for a while, at least, it won't be the A line.

JOURNEYMAN — Jack Burroughs, right, receives photo record of 40 years of commuting from John R. Worthington, AC Transit general manager, left, as a tribute to his "journeyman" status as a transbay commuter. Adding his congratulations is Jacy Parker, bus operator on the 12th St. San Francisco line.

New Record

AC Buses Carry 10,000 to S.F. Rally

Records were toppled by AC Transit this month when 199 buses were chartered to take participants to Golden Gate Park in San Francisco for a "Family Rosary Crusade."

The mass movement, unequaled in East Bay history, saw buses dispatched October 7 to 42 churches for a simultaneous pickup of some 10,000 riders. Despite the magnitude of the charter, movement went off without a hitch.

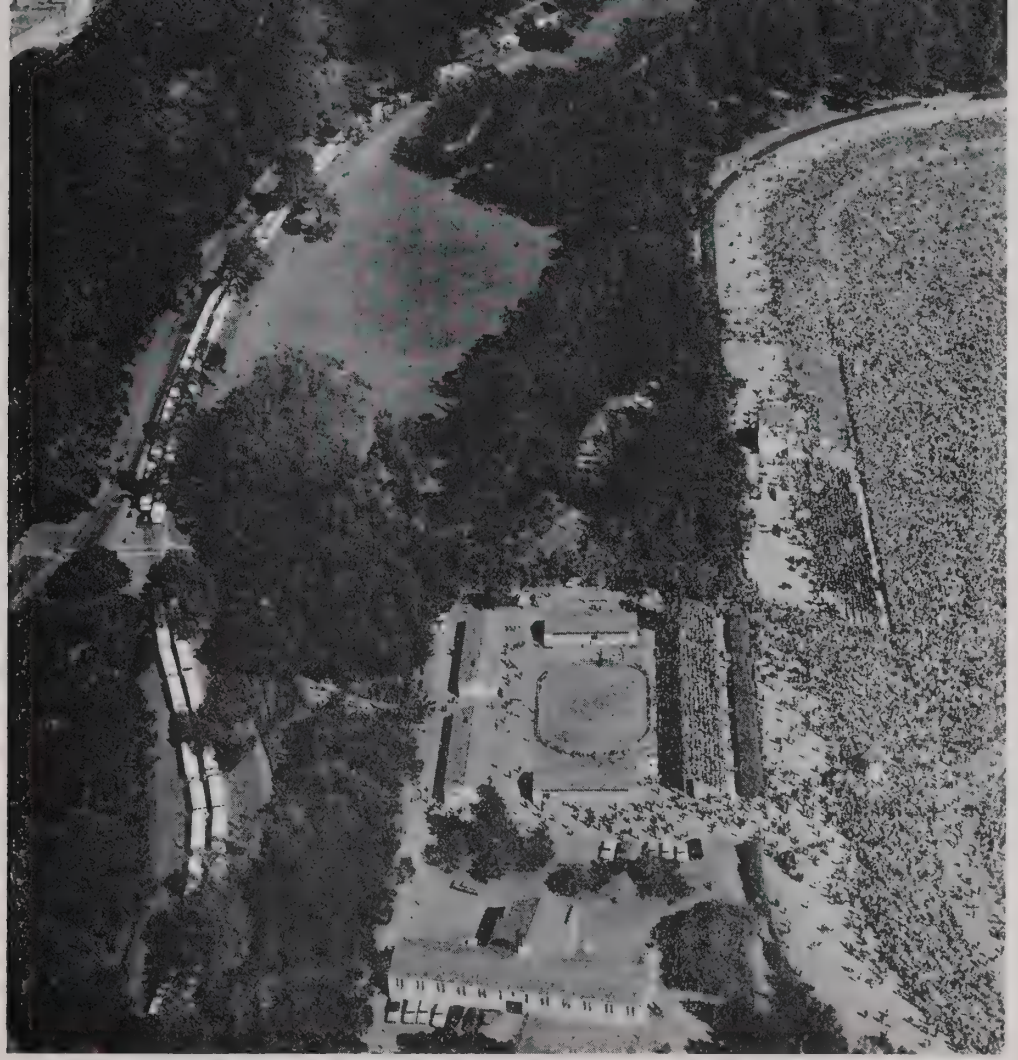
The buses were parked in plenty of time for the passengers to walk to the polo grounds for the rally. Although the crowd was estimated at 500,000, departure plans proved so efficient, the buses were loaded and homeward bound a few minutes after close of the religious meet.

Supervisors were stationed by the buses with a list of parking spots to help passengers get back to the right bus, if need be. But reportedly only one rider became momentarily misplaced, out of the 10,000 passengers.

Confused in the crowds, an elderly

FAMILY CRUSADE — Sisters from St. Lawrence O'Toole Church board chartered bus for San Francisco rally.

MASS PICKUP — First of 199 buses used in Family Rosary Crusade charter wait for passengers in Golden Gate Park.



THE LINE UP—AC Transit buses, left, line main drive in Golden Gate Park after discharging 10,000 passengers for religious meet, shown at right. Charter operation was largest single transport in East Bay transit history.

lady was unable to find the buses until a policeman came to her assistance, led her to the parking area and saw that she got on the correct coach.

The charter operation was singled out by transit district board of directors by special resolution in which the board cited district personnel for their "outstanding performance."

"Our people did a terrific job," General Manager John R. Worthington reported to the board. "They certainly deserve high compliment and praise."

The transit district's charter accounted for 31 per cent of the total 623 buses hired by groups throughout the bay area for the rally. Either new equipment or newly painted coaches were used by AC Transit, making a showing in district colors of buses double- and triple-parked for nearly a mile.

The buses rolled up a total of 11,000 miles on the charter, equal to what the district normally operates on a Saturday in its transbay service between the East Bay and San Francisco.

BRIGHT LOOK—New tokens, put on sale to mark AC Transit anniversary, are inspected by, left to right, John R. Worthington, general manager; Robert M. Copeland, vice president of the board of directors; and William J. Bettencourt, board president. New token holders at bottom of photo, spell district initials.

New Tokens Mark First Operating Year

New tokens and token holders were put on sale this month as part of AC Transit's first anniversary observance—a one-year milestone marked by a record of major accomplishment.

The bronze-colored tokens feature the district emblem and are the first new design in 14 years. Old tokens will continue to be honored, but will be replaced with the new model as fast as they are turned in.

The metal token holders, designed to fit easily in pockets or purses, are being sold with 10 tokens for $2.25 and can be obtained from operators on all East Bay Lines, including local and City Express buses. They also may be purchased at the general offices, 11th and Broadway, Oakland.

In a year-end report, General Manager John R. Worthington disclosed that the district has fulfilled the major improvements set forth in the DeLeuw, Cather engineering report which has served as a guide for service betterments promised in taking over from Key System Transit Lines Oct. 1, 1960.

Most of the promised changes, scheduled over a two-year period, were inaugurated in less than a year.

For the 47,000,000 riders carried in the first year, there have been equipment or service improvements on almost every line, extensions of service into

Value of a Token

This letter, from an unknown AC Transit rider, was printed recently in the Berkeley Review and is presented here as an example of what one passenger thinks of East Bay bus service.

Editor:

This is in praise of buses, and especially an appreciation of our new, swift-moving, smooth-riding municipal buses. I am sold on them to the extent of giving up my car. I don't WANT to have to concentrate on driving and miss so much that is beautiful and interesting. I don't want to go round and round looking for a place to park; I don't want to worry about feeding parking meters and being fined for parking in the wrong places; I don't want to go on mile after mile alone, afraid to look or think, or if I have riders, afraid to talk or listen; I don't want to have a car as well as a house to clean and keep in repair; I'd rather have my garage and driveway as play places for my grandchildren and other children than have all that space set aside for a little-used car; and I don't want my car, carrying perhaps only me, to go on creating more smog than a fleet of buses.

I do enjoy the carefree relaxation I find on the bus, the good ventilation (even air-conditioning on the express buses), I appreciate the opportunity to collect my thoughts, to read or write or even nap, to talk to congenial fellow-passengers of whom I have found many, and to entrust the driving to an expert. I'm proud of our new buses, prouder than I would be of an shiny new car.

numerous residential areas, additional schedules on transbay lines and a step-up in service frequency.

From the public point of view, the most startling improvement was in equipment. A total of 250 new motor coaches, which the district had planned to buy over a two-year period, were purchased and placed in service in less than nine months.

The fleet includes 112 air conditioned buses, which proved their success this summer, pioneering on the West Coast a new concept of air-cooled riding.

The district added some 1,700,000 annual miles of new service during its first year, including inauguration of the first East Bay network of intercity express service.

While most transportation operators in the nation have experienced a decrease in riders and revenue, AC Transit has shown a steady growth and is continuing the trend tallied in first six months of 1961, when a revenue increase of more than 4 per cent over last year was recorded.

Financial condition of the district at the end of the fiscal year June 30, 1961, showed a net revenue of $465,301 after all expenses including depreciation and bond service requirements.

Worthington reported operating results are in accord with engineering estimates for the year and that the district is in sound financial condition.

A projection of operating revenue and expenditures was developed by district consulting engineers two years ago in which adequate funds for equipment replacement and service improvements were assured. Operations to date closely adhere to these engineering estimates, Worthington said.

Audited district financial statements for the fiscal year ending June 30, 1961, are contained on the following four pages.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Special Transit Service District No. 1

BALANCE SHEET — June 30, 1961

ASSETS

CURRENT ASSETS:			
Cash—Note 1		$ 1,668,607	
Accounts receivable		49,912	
Taxes receivable		6,300	
Investment in U.S. Treasury obligations at amortized cost (market value $1,269,295)—Note 2		1,282,145	
Prepaid expense:			
Materials and supplies	$ 167,525		
Insurance and other	83,651	251,176	
Total current assets			$ 3,258,140
PROPERTY, PLANT AND EQUIPMENT:			
Property and equipment acquired from Key System Transit Lines and Bay Area Public Service Corporation—Note 3:	*Cost*	*Accumulated Amortization or Depreciation*	
Land	$ 2,332,400		
Buildings and other structures	1,473,242	$ 33,417	
Motor coaches, parts and equipment	3,336,475	214,961	
Service cars, shop and miscellaneous equipment	324,324,372	17,143	
Office furniture and equipment	50,070	3,753	
Subtotals	$ 7,516,559	$ 269,274	
Other property and equipment:			
New motor coaches	$ 7,283,095	$ 196,092	
Parts, service cars, shop and miscellaneous equipment	37,987	877	
Office furniture and equipment	21,634	5,375	
Totals	$14,859,275	$ 471,618	14,387,657
Total Assets			$17,645,797

LIABILITIES AND ACCUMULATED NET REVENUE

CURRENT LIABILITIES:		
Accounts payable	$ 245,487	
Salaries and wages payable	133,271	
Payroll taxes collected and accrued	156,906	
Unredeemed tickets and tokens	80,511	
Other current liabilities	10,855	
Deferred income	53,466	
Total current liabilities		$ 680,496
BONDED DEBT:		
General obligation bonds—Note 4		$16,500,000
ACCUMULATED NET REVENUE—Exhibit B		$ 465,301
Total liabilities and accumulated net revenue		$17,645,797

To the Board of Directors
Alameda-Contra Costa Transit District
Special Transit Service District No. 1

We have examined the balance sheet of the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT, SPECIAL TRANSIT SERVICE DISTRICT NO. 1 as of June 30, 1961, and the related statement of revenue, expense and accumulated net revenue for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of revenue, expense and accumulated net revenue present fairly the financial position of the Alameda-Contra Costa Transit District, Special Transit Service District No. 1 at June 30, 1961, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Oakland, California
September 8, 1961

Thompson, Dechow & Reich
Certified Public Accountants

(Exhibit B)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Special Transit Service District No. 1

STATEMENT OF REVENUE, EXPENSE AND ACCUMULATED NET REVENUE

For the Year Ended June 30, 1961

REVENUE:		
Passenger	$ 8,586,700	
Charter	45,427	
Advertising	56,123	
Other operations	11,127	
Total operating revenue	$ 8,699,377	
Proceeds from taxation	444,672	
Total revenue		$ 9,144,049
EXPENSE:		
Maintenance of equipment, shops, garages, buildings and grounds	$ 1,235,810	
Transportation	4,821,921	
San Francisco terminal and other station expense	41,262	
Traffic solicitation and special service	60,174	
Public information and advertising	106,092	
Insurance and safety	618,545	
Welfare and pensions	269,859	
Administrative and general	440,478	
Operating taxes and licenses	363,377	
Operating rents	40,061	
Total expense		$ 7,997,579
Net operating revenue before depreciation and amortization		$ 1,146,470
DEPRECIATION AND AMORTIZATION		432,524
Net operating revenue		$ 713,946
INTEREST AND OTHER INCOME—NET		123,584
EXCESS OF REVENUE OVER EXPENSE		$ 837,530
ACCUMULATED NET REVENUE:		
Balance, July 1, 1960		$ 74,372
Add net adjustment to prior years' operations		40,067
Subtotal		$ 951,969
Less items paid from bond proceeds:		
Acquisition costs	$ 174,974	
Bond interest—Note 4	311,694	486,668
Balance, June 30, 1961		$ 465,301

NOTES TO FINANCIAL STATEMENTS

1—Cash at June 20, 1961 consisted of:

Undeposited receipts	$ 61,753
Change and petty cash funds	78,170
Time deposits	1,321,694
Commercial bank accounts	206,990
Total	$ 1,668,607

2—Investments in U.S. Treasury obligations include the following:

	Par Value	*Total Investment*	*Market Value*
4⅞%, 11-15-64	$ 300,000	$ 313,794	$ 313,266
3⅞%, 5-15-68	320,000	324,345	322,150
4 %, 10- 1-69	320,000	330,533	326,000
2½%, 3-15-70	330,000	303,163	297,551
4¼%, 1975 to 1985	10,000	10,310	10,328
Totals	$ 1,280,000	$ 1,282,145	$ 1,269,295

Interest earned on these securities amounted to $36,284 while interest earned on the time deposits referred to in Note 1 amounted to $94,139.

3—On October 1, 1960, the District purchased the physical operating assets of the Key System Transit Lines and its parent company, Bay Area Public Service Corporation. The purchase price was arrived at by negotiation between the two parties after complete valuation proceedings by the Public Utilities Commission of the State of California. Allocation of the purchase price was based on an engineering report rendered by Arthur C. Jenkins & Associates of San Francisco, California under date of January 10, 1961.

The assets acquired by this purchase as well as all assets subsequently acquired are being charged against operations according to amortization and depreciation schedules prepared for the District by the same firm of consulting engineers. When certain property acquired in the initial acquisition was sold subsequently, proceeds from the sale were added to the accumulated amortization account, thereby not disturbing current amortization charges but reducing amounts to be written off at the end of the amortization period.

4—The District voters authorized a general obligation bond issue of $16,500,000 at an election held on October 20, 1959. The full amount of these bonds was sold by public bid on September 29, 1960, for 100.00196 of face value, at a net interest cost to the District of 3.19932%. The bonds mature serially in amounts ranging from $600,000 on September 1, 1962 to $1,400,000 on September 1, 1980. Interest on these bonds ranges from 1% for the longest series up to 6% for the shortest series. The terms of the bond idenfure provide that the first year's interest be paid from bond proceeds rather than from current revenues.

5—The District is defendant in a suit filed by Peerless Stages and of a claim by the County of Contra Costa for certain election costs. In the opinion of counsel the contingent liability of these claims is small, if any, and in no case will they be such that they cannot be met from anticipated revenue. Accidents and claims of a similar nature are covered by the insurance carried by the District.

Colorful Square Lures Explorers

By Virginia Dennison

The artist that beats in the heart of everyone—well, it does, doesn't it—could hardly beat more happily than at Oakland's Jack London Square.

If it also beats affluently, you might consider the Square first of all as a place where it's possible to dine eloquently and well, with ships coming up from the sea on a sunset-painted Estuary.

But in the glow of good eating, you might miss an area that's made for pleasant wandering, tinged with adventure—this is the Jack London mood—and with the kind of scenes that are pay dirt to artists, photographers and us ordinary snoopers.

It can't be surpassed on a warm, sunny afternoon — unless it's a warm sunny morning. It just depends on how you feel about sunsets.

GARDEN STOP — Waiting buses make colorful background against Jack London Square landscaping.

UP FROM THE SEA—A ship glides out of the mist to Estuary docking, providing target for camera fans.

GIANT IN ACTION—Construction for new Alameda tube adds pattern of mammoth might to Oakland skyline near Jack London Square.

BIG AND SMALL—Ships sail in all sizes on the Estuary, from pleasure craft at the new Jack London Square yacht harbor to vessels moored for loading.

If it's a week-day, take a Line 11-Oakland Ave., 59-Broadway Terrace, 76-Montclair or City Express Lines 33-Berkeley or 34-MacArthur Blvd. direct to the Square. On week ends, settle for Line 11.

You'll start your walk on a pleasant note, courtesy of the Oakland Park Department's artistry in landscaping—flowers blooming, birds singing and ornamental fruit trees, gone stark raving mad, breaking into Springtime bloom.

Walk first past the fire house—to the new yacht harbor, where you can admire both gentry craft and peasant craft.

This is a favorite spot for artists, along with a smaller harbor nestled between restaurants at foot of Broadway.

On your way back past the fire house pause long enough to admire the chain, gas lights and old anchor planting effect —another spot for picture taking. The restaurant walkway along the estuary is another enchanting spot, especially to watch the barges which always seem to be heading out to sea and the ships which always seem to be coming into harbor. There must be a reversal of this traffic some time!

Circle around past other restaurants to the pedestrian walkway alongside the train tracks on 1st St. and you can saunter right over the top of new-tube-to-Alameda construction. You can even take a long peek into the mouth of the tube, like a curious dentist.

On this side, at the foot of Webster, you'll find the tradition-sagging "First and Last Chance" and let your conscience be your guide.

Make your return past the converted S.P. station to look in the window of the Carpenters', Shipwrights', Joiners' and Boat Builders' Union headquarters on Broadway and a historical display of shipbuilding photographs and tools—worth a visit in themselves.

Now—are you hungry?

New Group of Employees Welcomed

Greetings were in order this month for a new group of employees, assigned as follows:

Emeryville Division

Bus operators: W. E. Clayton, 2431 26th Ave., Oakland; F. G. Baird, 2 Crestview Dr., Orinda; C. E. Henson, 2730 McMorrow Rd., San Pablo; R. L. Flowers, 2832 Jones Rd., Walnut Creek; D. L. Tucker, 200 Fitzpatrick Rd., Oakland; J. C. Hixson, 1451 163rd Ave., San Leandro.

Maintenance: Glover C. Whittington, 1069 Georgean St., Hayward.

PBX: Verona J. Gould, 1811 Hearst St., Berkeley; Dorothy M. Finato, 2383 Durant Ave., Oakland.

Richmond Division

Bus operator: Carl Rayfield, 2001 23rd St, San Pablo.

AC Workers Support United Crusade Plea

A joint campaign by AC Transit management and labor to attain 100 per cent participation in the current United Crusade drive shows a response by employees to date of 83 per cent.

A total of $9,267 has been turned in to crusade headquarters and another $2,812 in cash and pledges has been reported, making a total of $12,079 accounted for to date.

The campaign continued in high gear in an effort to reach the total participation goal. So far, there are 1,117 pledges from the district's 1,344 employees.

The Carmen's Union is not only joining in the drive under the leadership of president F. Vern Stambaugh, but the union headquarters office will also report its participation with the district.

In behalf of the Crusade, the district also has donated transit advertising space, valued at $2000, on bus exteriors.

Maintenance: Lorin A. Graupmann, 5841 Foothill Blvd., Oakland.

East Oakland Division

Bus operators: R. H. Adams, 25897 Gading Rd., Hayward; L. C. Cooney, 1158 Raleigh Rd., Hayward; T. L. Truman, 12898 Betlen Way, Hayward; J. E. Hardcastle, 391 Gifford Ave., San Jose; A. C. Curtis, 2614 Mountain Gate Way, Oakland; R. H. Carpenter, 2617 Naples St., Hayward; O. J. Fuchs, 50 Glen Ave., Oakland; K. C. Jones, 22230 Pearce St., Hayward; W. R. Quinones, 714 Beryl Place, Hayward.

Maintenance: Ernest E. Shupe, 3040 Brookdale Ave., Oakland.

General Offices

Treasury: Robert F. Dunn, 91 Kathryn Dr., Pleasant Hill.

Farewell Tribute Paid to Pensioner

Two farewell events gave a rounding sendoff to Lloyd Beekman, 65, class A mechanic in the building maintenance department at the Emeryville division, in anticipation of his retirement effective Nov. 1.

Beekman was guest of honor at a luncheon given at Zombie Village by Brooks Rice, maintenance manager, and including E. A. Towers, superintendent of Emeryville division maintenance, and Carl Knutson, foreman.

Knutson was host at a dinner party of fellow employees, who feted Beekman at Spengers in Berkeley.

Joining Key System in 1933, Beekman worked as a carpenter and car body repairman before entering the building maintenance department in 1957.

He lives with his wife, Hortense, at 2401 McKinley Ave., Berkeley, and plans to spend some of his retirement time building a cabin at Clear Lake.

She Bowls Them Over

Bus Operator Tallies Up Impressive Record at Motherhood and Bowling

Mrs. Bessie Hanson, a quietly pleasant bus operator at the West Contra Costa division looks like a youngish grandmother—which she is. But she can also take expert honors in several surprising fields.

She's tallied up an impressive score in motherhood, probably the highest in the district—nine children and 13 grandchildren—and an equally impressive average in bowling—161—which is a bit over the women's average of 124 and the men's average of 154.

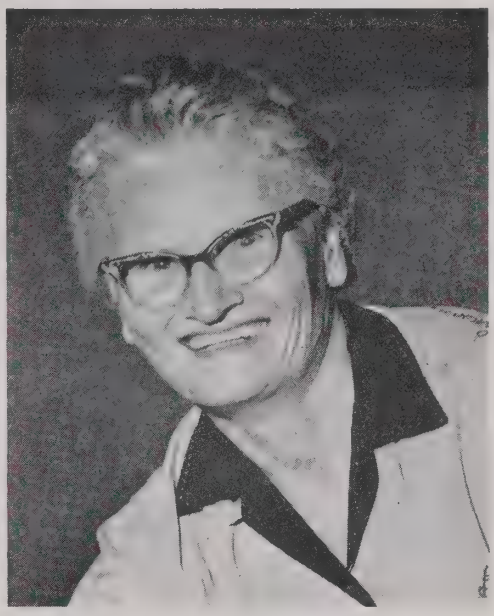
As for leading a full and busy life, she's the captain of two bowling teams, and cook and housekeeper for her husband, Ralph, and the four children remaining at home, 3444 Belmont Ave., in El Cerrito.

She has been driving a bus out of the West Contra Costa division for the past 10 years and says she thoroughly enjoys it. And she still has time to take care of a nursery of two-year-olds every Sunday morning and evening at Richmond's First Southern Baptist Church.

Unassuming and attractive, Bessie—as fellow workers and transit riders alike call her—doesn't even look like she could roll such an accurate bowling ball, wheel around a bus and still do all her shopping and housework.

And she definitely doesn't look like a shipyard welder. But that was her role during the war years—long underwear, leather pants and all—on the graveyard shift at Richmond shipyards.

In 1951, when Key System Transit Lines resumed hiring women bus operators, Mrs. Hanson went to work at a job she enjoys immensely. She likes to drive and she likes her passengers,



Bessie Hanson
"It's a Strike!"

though this month she will turn in her old customers on Line 72-Macdonald Ave. for a new group on the transbay L-Richmond line.

Never athletic, Bessie agreed to try her hand at bowling in 1953, during the long transit strike. With other women from the division, she formed a Key System bowling team and she's been rolling them out ever since, currently on a women's team and a mixed team.

In the motherhood division, Bessie can list Patricia, Norma Jean, Ruth, Betty, Donald, Ronald, Carol, and twins Robert and Richard—with the last four at home. Most of the children and grandchildren like in the Bay area, except for Ruth in New York and Donald—overseas in Japan.

ACTIONS OF THE BOARD

At an adjourned regular meeting September 27, 1961, the Board of Directors:

• Authorized special audit of casualty insurance reserves, etc., on motion of Vice President Copeland.

• Established board meeting fees for directors at $50 per meeting not to exceed $150 a month, as provided under State law, on motion of Director Coburn.

* * *

At the regular monthly meeting October 11, 1961, the Board of Directors:

• Approved installation of payroll deduction plan for purchase of United States savings bonds by employees, on motion of Vice President Copeland.

• Authorized General Manager to request amended legislation regarding highway vehicle code requirements for outside right hand mirrors and inside sun visors on buses manufactured prior to 1960, on motion of Director Berk.

• Commended district personnel and expressed Board's appreciation of excellent work done by employees in "Family Rosary" charter operation October 7, on motion of Director Coburn.

• Reduced fares for children between 13 and 16 inclusive to 10 cents, on motion of Vice President Copeland.

• Accepted report of Project Development Committee recommending purchase of new buses and referred matter to Finance Committee, on motion of Vice President Copeland.

• Approved recommendation of Project Development Committee on request for compensation by Emil H. Miller Lines in regard to new AC Transit service in Hayward, on motion of Vice President Copeland.

• Approved employment of casualty insurance consultant, on motion of Vice President Copeland.

• Established per diem rate for allowable expenses while on authorized travel outside the district, on motion of Vice President Copeland.

• President Bettencourt appointed a special committee to study general office building facilities and the problem of locating the general offices upon expiration of the current lease arrangement. Members include President Bettencourt, chairman, and Directors Berk and McDonnell.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

1106 Broadway

Oakland 7, California

Telephone OLympic 3-3535

Alan L. Bingham, Editor

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TRANSIT TIMES

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Vol. 4 No. 7
OAKLAND, NOVEMBER 1961

District to Buy More 'Transit Liners' To Meet Unexpected Passenger Gains

Plans to buy another 20 to 25 streamlined, air conditioned buses at a cost of more than $750,000 were disclosed this month by AC Transit.

The purchase will add additional 45-passenger motor coaches to the 250 new "Transit Liners" purchased earlier in the year, increasing the district's total bus fleet to 654.

The board of directors voted to call for bids on the new equipment after the acquisition was recommended by the board's project development committee and General Manager John R. Worthington as necessary to meet passenger increases and service requirements.

Passenger revenue gains on transbay service are substantially greater than hoped for and the district already is operating more equipment on transbay and local lines than engineers had anticipated.

Service Quality

"The level of service, including seat availability and quality of equipment must continue if we are to retain new riders and maintain the patronage of existing customers," Worthington said.

Air conditioning, especially, has proven a valuable asset during the summer months and is credited with a major role in summer passenger traffic boosts. Reaction to the roomy, 45 passenger coaches is particularly noteworthy.

There is a definite need for additional coaches of the suggested 400 series to augment express service during peak periods of operation, it was pointed out.

Transbay Lines

The same series coach, with its 102-inch width, has proven so successful on the transbay Line A service that consideration will be given to this type of coach on the transbay Lines F and B service and other short transbay routes.

Worthington said it is reasonable to expect that as mileage increases on the present fleet of 400 series buses, more of this type also will be needed to replace coaches taken out of service for repairs.

Approximately $570,000 is now available from the bus renewal fund and the sum will reach the necessary $750,000 by the time coaches are delivered.

Meanwhile, Worthington reported, rehabilitation of older diesel equipment is 72 per cent completed, with 198 buses out of 276 repainted and refurbished. Thirteen gasoline buses out of a designated 20 have been dieselized for hill runs, and 24 out of 30 buses in another series of gasoline coaches have been repainted pending their ultimate replacement.

BEHIND SHOWER CURTAIN—Yugoslavian visitors watch an AC Transit bus go through the showers during inspection tour at Emeryville division. J. B. Rice, district maintenance manager, second from right, points out features of washer operation. Looking on, left to right, are visitors Gojislav Gojkovic and Engelbert Miklavcic, and Antone Evovich, Emeryville division mechanic who acted as interpreter. Visitor Aleksander Avramovic stands at far right.

Yugoslavs Study District Operations

Three Yugoslavian transportation officials inspected AC Transit's facilities during the month on a special tour arranged by the State Department, gathering information to help solve some of the transit problems behind the Iron Curtain.

The men were particularly interested in the district's training and safety program, in how equipment was assigned—one of their particular problems—and in methods of overhaul and maintenance.

The visitors expressed surprise at the efficient, "high production" rate of district mechanics and the low level of man hours spent at maintenance.

They were also interested in how operators and supervisors are selected and in methods of safety awards.

In Yugoslavia, they disclosed, drivers are responsible for bus damage costing up to 5000 dinar (about $8, which is almost a week's pay). An insurance policy pays for damages over the 5000 dinar figure, but operators have to pay the premium.

The visitors included Engelbert Miklavcic, chief of the Project Bureau, Electrical Tramways of Zagreb; Aleksander Avramovic, technical director of the Enterprise for Passenger Transport in Nis; and Gojislav Gojkovic, technical director of the street car system in Sarajevo.

Antone Evovich, mechanic at the Emeryville division, helped to make the tour mutually instructive and understandable by acting as interpreter, assisting with the visitors' sparse English.

The Yugoslavs were welcomed by General Manager John R. Worthington before making their inspection of operating, scheduling and maintenance facilities.

Colorful Route Maps Show Riders How To 'See the East Bay' by District Bus

New multi-colored route maps have been prepared to help the public "see the East Bay" by its new bus system.

The "Guide for Going Places on AC Transit" shows the routes followed by the City Express lines, the East Bay local lines and the transbay lines to San Francisco.

Included are the new network of services in Hayward and Montclair, together with other line extensions throughout the area. The map also shows operations in El Sobrante, Parchester Village and East Richmond Heights.

To quickly identify the various services, the City Express lines are marked in red numbers; local lines, in black and white and transbay, in blue.

Informal drawings mark some of the places of interest, with more complete information detailed on the reverse side of the folder in a section entitled "What to See and How to Get There by AC Transit."

Photographs of some of the area's interesting spots illustrate the section, which ranges from Alameda beaches to Woodminster amphitheater.

A detailed map of bus service in downtown Oakland also is included.

The new maps are available at the general offices, 1106 Broadway, Oakland and at the Transbay Transit Terminal in San Francisco. They also may be obtained by phoning the Transit Information Bureau at OLympic 3-3535.

A new charter brochure also has been prepared, to show groups the fun they can have in leaving driving worries home, through chartering a bus.

The two-color brochure contains pictures taken throughout the State, illustrating the variety of places to go by charter.

Veteran Bus Driver Retires from District

Clarence H. Robejohannes, 65, retired from AC Transit Oct. 1, after a long record as a transit operator.

Robejohannes went to work more than 27 years ago as a crossing watchman, but soon progressed to street car operator, then to trainman and, in 1958, to motor coach operator. He makes his home at 6125 Hillmont Dr., Oakland.

Courtesy Ride Plan to Introduce City Express Lines Earns Top Award

A free ride program, which introduced East Bay riders to their first inter-city express bus service last March, has won Oakland a national award for efforts to make the city's central area "a better place in which to work, to shop, to seek entertainment or live."

The award presented by National Downtown Week, Inc., paid tribute to the combined program of AC Transit, Downtown Oakland, Inc., and Retail Merchants, Inc., on "AC Transit Express Day."

Oakland was one of eight United States cities to receive the Operation Downtown Buildup national award, made in connection with National Downtown Week.

The award certificate was accepted by district director Robert K. Barber; Leon Mandelson, president of Retail Merchants and J. L. Watters, president of Downtown Oakland.

RECORD HOLDERS—Operators with longest safe driving record receive safety awards from General Manager John R. Worthington, left. The drivers, each with 14 years of safe travel, are, left to right, W. C. Rissman, E. J. McCann and W. D. Norman.

Gold Pins Awarded for Safe Driving

Bus drivers throughout the district are wearing new gold pins, awarded for safe driving.

Some 450 operators were presented with the pins during the month, to inaugurate a new safety award program.

Three bus operators with the longest safe driving record of 14 years received their pins from General Manager John R. Worthington at a ceremony in the executive offices.

The three drivers are W. C. Rissman, 715 Talbot Ave., Albany; W. D. Norman, 3843 Coolidge Ave., Oakland, both of the Emeryville division, and E. J. McCann, 15099 Edgemoor St., San Leandro, of the East Oakland division. They have tallied up a combined achievement of 1,375,000 miles of safe driving—the equivalent of 55 times around the world.

Other drivers were given their pins in presentation ceremonies at each division.

Assistant General Manager Kenneth F. Hensel spoke on the importance of the safety program and told of district progress to date in this field. General Superintendent Donald J. Potter made the presentation of the pins and wallet sized cards signifying that the operator was selected for his safe driving and high degree of skill and effort.

Potter, in turn, was presented with an award of his own during the ceremonies at the Richmond division as the result of his humorous grumbling about not receiving a safety award pin of his own. Potter's "award" was a large-sized, actual safety pin, decorated with an AC Transit emblem, and a card which credited him with "zero" years of safe operation.

Drivers unable to attend the meetings later received their pins from district superintendents. Similar awards will be made every three to four months.

EMERYVILLE DIVISION—Participating in safety award ceremonies are, left to right, J. D. Goodman, division superintendent; K. F. Hensel, assistant general manager; D. J. Potter, general transportation superintendent; W. B. Pangelinian, 6253 Highland Ave., Richmond, one year pin; N. C. Bush, 800 Appian Way, Pinole, 12 year pin, and G. G. Wadsworth, safety engineer.

RICHMOND DIVISION—Donald J. Potter pins 12-year safety award on W. R. Papworth, 1911 Burbeck Ave., Richmond. At left are N. P. Alevizos, division superintendent, and J. E. Harlan, 608 23rd St., Richmond, one-year safety award driver.

EAST OAKLAND DIVISION—E. D. Hillman, 17270 Roberto St., Hayward, left, with one year of safe driving, and M. P. Samuelson, 2501 - 67th Avenue, Oakland, with 13 years, get awards from D. J. Potter while division superintendent T. P. McLean watches proudly.

Workers Assigned to District Divisions

The district welcomed a new group of employees during the month of October, with most of them operators assigned to the Emeryville and Richmond divisions.

The new workers include:

Emeryville Division

Bus operators: T. J. Trujillo, 875 D-143rd Ave., San Leandro; M. M. Paulson, 1008 San Pablo Ave., El Cerrito; E. M. Horton, 6203 Avenal Ave., Oakland; R. N. Michaund, 6532 Telegraph Ave., Oakland; M. G. Ham, 3809 West St., Oakland; C. E. Davidson, 23612 Nevada Rd., Hayward; J. M. Nix, 5839 Foothill Blvd., Oakland; W. C. Godfrey Jr., 2607 12th Ave., Apt. 3, Oakland; A. T. Porter, 2575 Fruitvale Ave., Apt. 2, Oakland; J. L. Johnson, 321 Main Ave., Richmond.

Maintenance: Freddy R. Self, 4330 Essex St., Emeryville; Lawrence E. Ellis, 2115 14th Ave., Oakland.

PBX and Information: Agnes A. Connelly, 4314-A Salem St., Emeryville.

Richmond Division

Bus Operators: F. C. Armijo, 835 Cornell Ave., Albany; R. W. Burbidge, 200 Golden Gate Ave., San Francisco; D. D. Beals, 3152 11th St., San Pablo; R. A. Sherrill, 2939 San Mateo St., El Cerrito; K. A. Baker, 102 Washington Ave., Richmond.

East Oakland Division

Maintenance: Richard Colombini, 835 O'Donnell Ave., San Leandro.

General Offices

Accounting: JoAnne Haller, 765 59th St., Oakland.

Treasury: Richard B. Addis, 3765 Castro Valley Blvd., Castro Valley.

Surprise Party Given For Mary Helen Smith

A surprise party was held at the Emeryville Division in honor of Mrs. Mary Helen Smith, night operator in Transit Information for the past eight years, before she left to enjoy "just being home" at 5616 El Dorado St., El Cerrito.

The farewell, set up in the office of Traffic Engineer E. Sam Davis, included presentation of a gift and of a corsage, pinned on by Sam. Cake and coffee also were served, from a specially decorated table.

IN MEMORIAM

An automobile accident while on a hunting trip took the life this month of Emil C. Jorgensen, assistant superintendent at the East Oakland division.

Mr. Jorgensen, 50, went to work for Key System in 1934 and had been a motor coach operator, instructor, dis--patcher and supervisor.

Survivors include his father, J. C. Jorgensen, who is an AC Transit supervisor; his widow, Charlotte; a son, John, and two grandchildren. The family home is at 1841 Keeler Ave., San Lorenzo.

D. H. Runion, bus operator at the Richmond division, died recently.

Mr. Runion, 57, joined the Key System in 1946. He resided at 3608 12th St., San Pablo, and is survived by his widow, Mary, and four children.

Death has also come to two former employees, Bruce W. Campbell, 76, and William J. T. Smith, 82.

Mr. Campbell was research engineer in the general offices at the time of his retirement in 1948. He lived in Lafayette.

Mr. Smith, employed in the maintenance department, worked from 1925 until 1946. He lived at 16145 Via Descanso. San Lorenzo, with his son, Eric, maintenance foreman at Richmond division.

ON THE GO—Division 4 employees and their families took something of a busman's holiday and chartered a district bus to attend the football struggle between the Oakland Raiders and San Diego Chargers last month. The Raiders didn't exactly "go go go," but these rooters had such a good time they'll make another charter trip Dec. 3.

Everyday Drama Lightens Work Day

Some of the "drama of everyday life" helped to make November a particularly rewarding month for AC Transit—and a grateful one for several riders.

Mrs. Vada E. Garrison of 4609 Bond St., Oakland, in a letter to the lost and found department, summarized her experiences this way:

"Never in my travel experience have I received such prompt and courteous service for an emergency as recently by AC Transit.

"In maneuvering my crippled sister and baggage en route to the Greyhound station, I inadvertently left her suitcase on the bus at our transfer point. As a result of my frantic phone call, the suitcase beat us to the station.

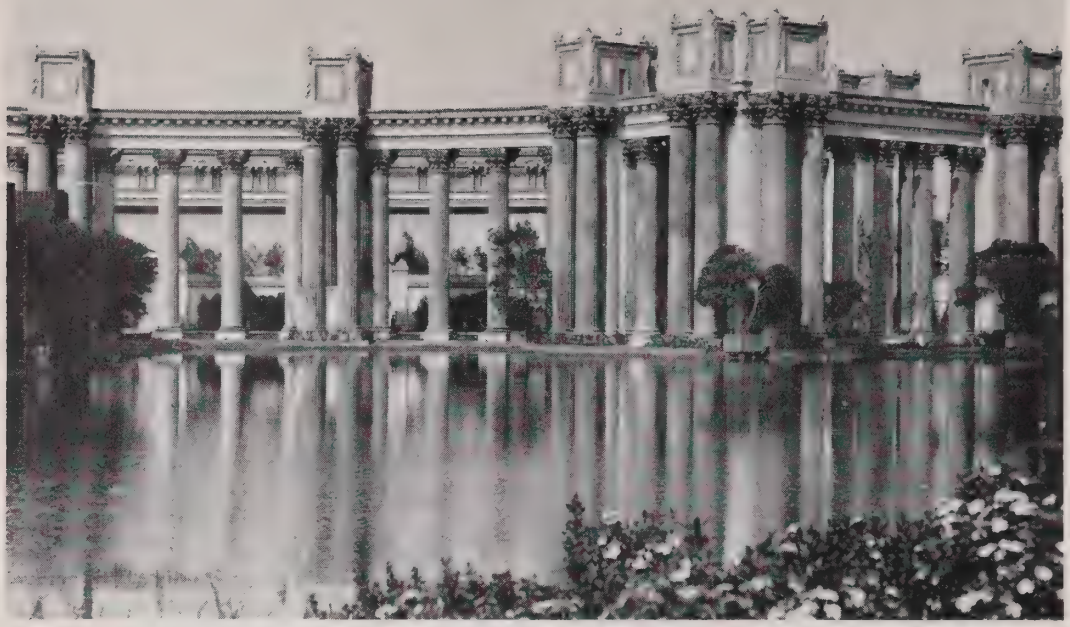
"During the entire procedure, each person showed remarkable courtesy.

"We are proud of our AC Transit."

Joyce Wentzer, a secretary in the executive offices, solved the problems of another worried passenger, an elderly Filipino planning to return to his homeland.

He left a briefcase containing passports, citizenship papers, army papers and other necessary documents on a bus. She checked schedules, hurried with him to 14th St. and Broadway and caught the bus on the return trip. The driver had meanwhile found the brief case; it was returned and the rider sent on his way, all in 20 minutes.

Operator Roy Williams on Line F also came in for plaudits from an East Whittier City School District official, for helping to recover a valuable camera just 90 minutes after it was left on a coach.



ART IN BUILDING—Palace of Fine Arts, one of masterpieces of Bernard Maybeck, as it looked in 1915, before time crumbled the edges. A monument to romanticism and the ability of its designer, funds have been earmarked for its reconstruction.

Transit Trails

Architectural Tour Offers Discoveries

By Virginia Dennison

No matter how well you think you know the East Bay area, you can make a new and exciting "tour of discovery" by looking at it architecturally.

To give it the right flair and verve, you might start with the achievements of Bernard Maybeck, who in his span—1862 to 1957—became one of the most interesting and influential architects in the West.

He was a free-thinking, joyous and independent builder who, among other things, gave San Francisco the Palace of Fine Arts and Berkeley, the First Church of Christ Scientist.

And the church, timeless and beautiful, is the place to start a Maybeck tour. Take Line 51 or 58 on College Ave., get off at Dwight Way and walk west one block to the church at Bowditch St. The structure is remarkable for its imaginative use of materials new to the building industry in 1910 which were united with redwood to produce a structure of incomparable artistry.

To perhaps better understand and appreciate Maybeck's skill, it might be fun to first pick up a paper-back guide, "Buildings of the Bay Area," which may be obtained at book stores for $1.95. But even the casual, uninformed viewer can enjoy Maybeck's skill with structure and decoration.

Further down the street, at 2401 Dwight Way, is the Town and Gown Club, typical of Maybeck's brown-shingled styling and his use of wood.

At 2700 Belrose Ave. (corner of Derby) a pleasant walk southeast from the Town and Gown Club is the former Randolph School, which shows what you can do with three 60-degree roofs turned a-

MAYBECK TRADEMARK—Split gable roof and Gothic detail mark double residence (above) as work of Bernard Maybeck.

MASTER'S TOUCH — Bernard Maybeck's imaginative use of different materials is easily seen in colonnade (left) on Dwight Way.

angles to each other, with the same pitch repeated in gate structure. Now a private home, the building represented a new concept in floor planning, with each classroom opening on three sides to the garden.

Among other Maybeck homes, the guide book lists 7133 Chabot Rd., at Roble Rd.; 2515 Etna St. (hidden by trees); 1515 La Loma Ave.; 1722 Le Roy Ave., and the peak-roofed, shingle house at the head of Ridge road, built in 1895.

But the most interesting Maybecks, if you can mountain climb a bit, are in the architect's own home territory, on Buena Vista Way, above La Loma.

Take Lines 7 or 75 on Euclid Ave., and get off at Buena Vista. At the corner, you'll recognize Maybeck's touch in the Gothic detail and split gable roof of a Spanish tile and stucco double residence.

Way up Buena Vista—enjoy the view on the way—is one of Maybeck's own homes, with walls made of burlap bags dipped in "bubble" concrete and hung on wire mesh. Other Maybecks are at 2704 and 2733 Buena Vista.

To look at the architect's best known work, take any of the transbay lines to San Francisco; walk from the terminal to Mission St., take any bus up Mission to Third St. to get the 30 bus heading north. It will deliver you to the Palace of Fine Arts.

Look at it as Maybeck did, a building of vanquished grandeur, as beautiful reflected in the water as against the sky.

A structure of haunting beauty, it makes a fitting climax to a Maybeck tour, survivor of not only the 1915 Panama-Pacific Exposition, but of one man's artistry.

Pete's Grounded

Chipmunk Loses Free Ride Advantages

A likeable commuter has been reluctantly retired from freeloading out of the Richmond division. Although a favorite with other passengers, "Pete," a chipmunk, has been grounded.

For a year, Pete rode around in the breast pocket of operator Donald D. Dye of 1016 17th St., Richmond, only poking out his twitchy nose on request.

So well behaved that officials didn't know of his existance, Pete piled up happy mileage until a fellow chipmunk—probably a lady—hit the panic button.

The visitor accidentally got away from Dye in the division offices, setting off a chase involving eight to 10 bus drivers. The chipmunk was captured but it was officially pointed out that a similar incident on a bus might cause alarm among some of the passengers and create an accident.

"The boss was right," Dye agreed. "Pete never scared anyone, but if he did, I'd be in hot water."

Pete is now confined to quarters, except when the driver goes visiting. Then Pete takes his pocket seat and goes traveling.

Donald D. Dye
Don't Blame Pete

Crusade Donations Top Old Record

A final total of $12,892 in cash and pledges was contributed by AC Transit workers to the United Crusade, showing a response from 89 per cent of the employees.

The contribution was a 24 per cent increase over the amount raised last year, according to a letter of congratulations sent to district campaigners from John F. Larson, district treasurer-controller and group chairman of the fund-raising campaign this year for AC Transit employees.

Participating in the joint campaign by district management and labor were 1,199 out of 1,344 employees. Total 100 per cent participation was chalked up by the purchasing and stores department, the maintenance at the East Oakland division, the Transbay Transit Terminal in San Francisco, the office of the Carmen's Union, and maintenance at the Richmond division.

OBJECT OF AFFECTION—Operator W. H. "Bill" Dawson gets usual sendoff.

Young Riders Find Driver is Best Pal

If a popularity contest was conducted in the Shepherd Canyon area of Oakland, the winner undoubtedly would be W. H. "Bill" Dawson, one of AC Transit's happiest drivers.

It's Bill who drives the special school bus from the wooded canyon area to Montclair School and it would be hard to decide who enjoys the runs the most, Bill or the kids.

With most of his charges in the kindergarten bracket, Bill not only gets them to school and home again, but, when the occasion demands it, tries to solve their tearful problems.

If a sweater is left at school, he goes back to collect it. If a young rider has lost his 10 cent fare—all parents know this happens occasionally — Bill reaches into his own pocket and loans them a dime to drop into the fare box.

He knows each youngster by first name and they know his. He sees that they get home with all their belongings—not an easy job on a rainy day—and in turn, the children keep Bill supplied with objects of their affection.

He shared their Hallowe'en treats—for days—and has been presented with innumerable examples of kindergarten art, plus one "rock collection." He's also transported a selection of things for "sharing," including a group of spiders and a family of white mice: mama, papa and six little ones.

"Always crazy about kids," Bill has three of his own at home, 1050 63rd St., Oakland. They are Ralph Eddie, 12; Eric, 7, and the apple of all their eyes, Kathleen, 3.

Parents were wondering at the start of the special service about sending the youngest of the children off by bus, Bill said, but they were assured good care would be taken of the tots.

How well he's succeeded has been apparent from the number of phone calls and letters sent to the district by grateful parents, who not only compliment Dawson for his thoughtfulness, warmth and friendliness, but for his magical ability to make them behave.

Their only complaint: the kids like to ride with Bill so much, there are tears and complaints when they can't ride the bus and have to board the family car!

ACTIONS OF THE BOARD

At the regular monthly meeting November 8, 1961, the Board of Directors:

• Denied claim of Benninger Transportation Company in regard to new AC Transit service in El Sobrante, on motion of Director Coburn.

• Authorized request for bids on purchase of 20 to 25 new buses, on motion of Director Coburn.

• Authorized request for bids on furnishing and installing new heating facilities at East Oakland division, on motion of Director McDonnell.

• Approved form of monthly financial statements, on motion of Director McDonnell.

• Adopted a resolution commending and expressing grateful appreciation to district personnel for outstanding performance in planning, supervising and executing the mass "Family Rosary Charter" on Oct. 7, and which recognized their services as being of the highest caliber, on motion of Director Coburn.

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ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer--Controller
GEORGE M. TAYLOR . . . . . Secretary

New Division Heating System to be Installed

Installation of a new heating system at the East Oakland division was given the go ahead by the board of directors this month.

The board authorized the general manager to secure bids on heating units which will replace old unvented gas heater radiators in use throughout the division headquarters building.

The new heating system also will provide heat for the new quarters of the safety and training department.

All activities of the safety and training department have been moved to the East Oakland division where trainees will now receive instruction and driver training.

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Vol. 4 No. 8

OAKLAND, DECEMBER 1961

Season's Greetings

from

The Board of Directors and Staff

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JAN 11 1962

UNIVERSITY OF CALIFORNIA

ON THE LINE—Payroll supervisors Catherine Metzner (left) and Alice Heywood sign up Treasurer-controller John F. Larson for purchase of U.S. Savings Bonds through a payroll deduction savings plan. Helping to launch the program is William J. Bettencourt (rear) president of the district's board of directors.

Savings Bond Purchase Plan Instituted

District employees will be able to "save all the work of saving" by purchasing U.S. Savings Bonds through a payroll plan starting January 1.

A letter, notifying all workers that the plan will be available, explained how bonds can be purchased on the time plan after employees have specified how much they want to save each pay day.

Through the payroll savings plan, employees can designate any amount they want saved and it will be set aside from wages automatically, accruing toward the purchase of the savings bonds. Series E bonds now earn 3¾ per cent interest.

In the third week of each month, the amount saved by each individual will be totaled and if it is enough, a bond will be purchased and mailed to the worker's home. If not, the amount will be carried over to the following month, building up until enough is reached to buy each bond.

Deductions Authorized

Cards, mailed to each employee with the December 15 paycheck, carried authorization for the savings plan.

Applicants may select any amount to be deducted each pay day, as large or as small as wished.

Simplified Signs Posted at Bus Stops To Guide New Riders on Transit Use

New metal signs were being posted at all of the district's 175 downtown Oakland bus stops this month, making it easier for shoppers and other passengers to use their bus system.

The new multi-colored signs contain the number of each line observing the stop, along with the line's destination and the principal street it travels.

An innovation in the transit industry, the signs are designed to simplify use of the transit system. Even riders who do not normally use the service should be able to tell quickly and more easily which bus to take to reach their destination. They are also expected to further stimulate use of the four City Express lines, which might otherwise be avoided by passengers unfamiliar with their fast routes to Berkeley, East Oakland, San Leandro and the Hayward-San Lorenzo area.

SIMPLIFIED SIGNS—First of the new signs, designed to make bus travel easier, are erected on turquoise-painted poles at Latham Square shelter by maintenance workers Louis Britos (left) and Frank Lauracello.

New Self Insurance Program Established

AC Transit will establish its own department to handle accident claims starting January 1.

The board of directors voted to cancel a contract with Transit Casualty Co., which has been handling claims, and to develop a program of partial self-insurance to take effect on the January 1 contract cancellation date.

General Manager John R. Worthington, who recommended the change, estimated the self insurance plan will save the district $80,000 to $150,000 a year.

The district has been paying Transit Casualty about $750,000 annually, including 12½ per cent for administrative costs.

Under the new program, the district will handle its own casualty insurance coverage up to $50,000 per accident and will contract with a private insurance company for coverage above that amount.

Wages Increased for Transit Employees

Adjustments Approved After State Job Study

Salary adjustments for 150 supervisory personnel and office employees were approved by the board of directors this month to go into effect January 1.

The salary adjustments, with an average increase of 6 per cent, were the result of recommendations made by the Cooperative Personnel Services of the State Personnel Board to establish job classifications, job qualifications and salary ranges for all non-contract positions.

The salary range for each classification is set up in three progressive steps, providing for salary advancements during the first five years of employment.

Although increases will vary according to classification, total annual cost to the district is estimated at $50,000.

The survey, by the State Personnel Board, was undertaken in May of this year on board directive, to identify the kind of work performed by non-contract employees and the level of responsibility and difficulty of work involved, to set up a comparable salary plan, and to establish a salary and classification schedule.

The directors adopted many of the recommendations made in the study, including the classification schedule. Along with spelling out the duties of various jobs, the survey sets up specifications for desirable qualifications in terms of experience, education and other special requirements as a guide for recruiting.

Still under study by the board of directors is a health and welfare program for non-union employees, including a proposal for basic and major medical coverage. Contract employees already are covered by a health and welfare plan.

New Contract Wage Rates Take Effect

Wage increases giving more than 1,180 bus operators and mechanics an additional 14 cents an hour, went into effect this month.

The automatic salary boost was scheduled in a two-year contract approved by the AC board of directors and members of the Carmen's Union shortly after the start of district operations in October, 1960.

Under the proposals, drivers and other workers got a wage hike on Nov. 1, 1960, and another raise as of the first of this month.

For operators, the two-step boost has added 29 cents an hour to their salary, bringing their hourly wages to $2.69. Similar increases were given to operating personnel and maintenance workers, with the exception of top mechanics. Their new hourly rate is $3.14.

Benefitting from the raise are some 954 operators, 137 mechanics, 58 service employees and other personnel in the maintenance and operating departments.

At the time of the agreement, it was estimated the wage boost and other benefits would cost the district $611,977 the first year and an additional $526,373 the second year.

New Map Available

New maps showing lines operated by AC Transit, together with points of interest, may be obtained free of charge at district offices, 1106 Broadway; the Transbay Transit Terminal in San Francisco or by phoning OLympic 3-3535.

SLEIGH RIDE—Light-spangled tree in the Oakland City Hall plaza takes on night-time glamour when viewed—by the camera's eye — through misty jets of water from plaza fountains. A tour of downtown Oakland decorations is among many suggestions in AC Transit's free guide for holiday sightseeing, planned to help residents do their viewing by bus, without traffic problems.

Guide Helps Residents Find Holiday Fun

For a merrier Christmas — and especially a more carefree one—AC Transit took special steps this year to help residents do their holiday sightseeing, as well as shopping, by bus.

As its own Christmas greeting to its riders, the district prepared a free transit guide for tours of holiday decorations and events.

The guide told where to go and what bus to take to find a Santa Claus for the youngsters, to see religious displays, animated windows, a view of magical lights or other holiday sights.

The list was given to the public with a route map and a reminder that further information, including pocket timetables, were available.

Entitled "Operation Sleigh Ride," the six-page guide was printed on appropriately colored green paper. It covered holiday decorations and activities throughout the area served by the district.

St. Nick Rides Again To Add Christmas Joy

If there was something familiar about Santa Claus this year, it's because Nick Alevizos, superintendent of the AC Transit Richmond division, was up to his usual tricks of playing St. Nick.

Alevizos doubles in brass during the holiday season, riding in his own sleigh to open Christmas activities and appearing in a number of events as the "old man with the whiskers."

District Moves to Reduce Traffic Delays

In an effort to reduce traffic tie-ups that have delayed buses as long as an hour and 40 minutes, AC Transit's board of directors requested the State Toll Bridge Authority this month to restrict private autos from the lower deck of the Bay Bridge during commute hours.

The directors unanimously called upon Norman C. Raab, division chief of the bridge authority, to clear cars from the truck and bus deck in an effort to speed up traffic during reconstruction of the bridge tunnel.

Director William H. Coburn Jr., pointed out that if the district could guarantee dependable performance during the reconstruction period, more people would ride the buses and thereby reduce the automobile congestion.

Much of the time, construction crews have been unable to finish their work prior to the commuter rush, resulting in some of the biggest traffic jams in bridge history.

Since the beginning of severe tie-ups on the bridge, an increasing number of commuters are using public transit, General Manager John R. Worthington reported. He, too, predicted that still more would ride the buses if schedules are dependable every day, with less traffic to pile up on the bridge.

Coburn stressed that "about half the people now crossing the bridge during the rush hours travel by bus, and these people also deserve consideration."

Monthly Reports Will Show District Financial Standing and Progress

Financial reports will be issued monthly to show the standing and progress of the district.

During October—the first month to be reported under the new plan — passenger revenue amounted to $1,037,447, an increase of 8.5 per cent over the same month last year. Total revenues for the month were $1,113,153, an increase of $105,126 over last year.

The receipts are adequate to cover district expenses, provide for depreciation and interest on bonded debt and allow $48,088 towards retirement of bonded debt and capital improvements.

The current level and growth in passenger revenue, together with accumulated funds, is more than sufficient to meet the first principal payment of $600,000 next September in retirement of the district's bonds.

San Leandro Bus Service Extended

An extension to Line 40—Foothill Blvd. went into operation this month to provide improved service between East Oakland, San Leandro, Castro Valley and Hayward.

The extension closes a six-block gap between the previous terminal of the Foothill line near Revere Ave. and Foothill Blvd. in Sheffield Village, and Line 80 operating along Estudillo Ave. and MacArthur Blvd.

By extending Line 40 to a new terminal at Estudillo Ave. and Collier Dr., passengers are able to conveniently transfer between buses on the two lines.

As result of the connecting link, a more convenient service will be provided not only to Castro Valley and Hayward generally, but to Fairmount Hospital, Bishop O'Dowd High School, Sheffield Village, the new Memorial Hospital at Bay-O-Vista, Estudillo Shopping Center, and outer MacArthur Blvd.

A Christmas Greeting to AC Transit Employees

For all my associates, may I wish the most joyful of Holidays, and continuing prosperity for the coming New Year.

The efforts put forth by all have made 1961 a year of outstanding success for AC Transit. It is particularly satisfying to believe these results are not a temporary flash because of newness or novelty. The increased patronage, month by month, is reaching its highest point during the last months of the year. I am confident that at the end of the next year these same greetings can be repeated with continued assurance for the future.

Merry Christmas.

Sincerely,

J. R. Worthington

General Manager

Operators Extend Season's Greetings

Along with their more usual job of dispensing change and information, bus operators this year once again extended their own "season's greetings" to passengers.

Some 20,000 Christmas cards were made available to the drivers, so they could give a personal holiday message to patrons, particularly regular riders who have become familiar customers during the year.

The cards this year had a streamlined look and featured the wish for a "safe and happy holiday season."

Mouse Trap Engineer

Amateur Toy Maker Finds Transit Buses Are Fun to Ride--Even in Small Sizes

When they make a better mouse trap, AC Transit has just the man who will use it. Not for mice, though, but for something like blowing up a toy freighter with a toy torpedo shot from a toy submarine.

With the help of mouse traps, rubber bands, and a great deal of hand work and ingenuity, Arthur Spedowffski, who works in the body shop at the Emeryville division, fashions the kind of action toys that arouses wonder—and enthusiasm—from kids of all ages.

WORK AND PLAY — During leisure moments, when he's not on duty in AC Transit body shop, Arthur Spedowffski works on buses for fun—miniature toy models. He also makes other toys.

He makes miniature AC Transit buses, complete to the district emblem, which are big enough and sturdy enough for youngsters to ride on. He also makes—this is where the mouse trap comes in—boats that fly apart with realistic zoom, after they come under attack from a rubber-band triggered • torpedo launched from a submarine.

Spedowffski also fashions religious shrines for indoor use, trucks and trailers for the youngsters and no telling what else might be added to his creations.

A transit worker for the past 17 years, Spedowffski turned to toy making during World War II when it was difficult to buy metal playthings for his three children.

He started first with a model street car and enthusiasm has carried him along into quite a production.

He has made small, but rideable, Key System trains and street cars and even a double-decker Greyhound bus. Then, when the new AC "Transit Liners" arrived, he studied blueprints, converting them to the ¼-inch scale he uses, and started turning out small buses, using wood, roller skate wheels and the district paint scheme to get the look-alike model.

It takes about a week, a couple of hours a night, to make one bus. But such handiwork has become something of a family endeavor at the new family home, 3729 Madrone Ave., Oakland.

Committee Studies Building Purchase

Purchase of AC Transit's present headquarters building at 1106 Broadway is being studied by a special committee on office building facilities appointed by William J. Bettencourt, president of the board of directors.

The committee is obtaining precise cost estimates on renovation of the structure and is also investigating the alternate possibility of purchasing another downtown Oakland building before making a recommendation.

Cost of purchase and renovation of the seven-story building was estimated by general manager John R. Worthington at about $750,000. He told the committee he believed the location is excellent and it is "one of the few Class A structures of its age in the area."

The building was erected in 1911 for the Security Bank and Trust Co. at a cost of $250,000. It was acquired by the former Bank of Italy about 1920 when it bought Security and served as the Oakland branch until the bank merged with the Bank of America in 1929.

It has been used since that time for offices and stores. It was purchased by the Railway Equipment and Realty Co., parent of Key System Transit Lines, in 1942 for $375,000.

Y. C. Soda, present owner of the building, acquired it in 1956 as part of an extensive real estate transaction.

The district moved into the seven-story structure when it took over from Key System Oct. 1, 1960, and now pays Soda $30,000 a year in rent for the top four floors.

The committee examining the future location of office facilities includes Bettencourt as chairman, and Directors William E. Berk and John McDonnell, with Vice President Robert M. Copeland serving as an ex-officio member.

Bus Goes Caroling to Homes of Shut-ins

With the help of a bus operator from the Richmond division, one of the AC Transit buses takes on a glimmer of glory each Christmas eve, as it goes caroling to the homes of shut-ins and to hospitals.

For the past eight years, operator R. E. Peacock, who lives at 2011 Visalia St., Richmond, has chartered a bus to take members of his church on the singing tour.

The singers from the Central Assembly, 13th St. and Barrett Ave., climb aboard after a program at the church, then roll away to various homes and to hospitals in West Contra Costa County to bring some traditional cheer to people who can't get out.

The caroling usually becomes something of a neighborhood event, according to Peacock. Windows fly up, crowds gather and sometimes the singers are offered a bite to eat or contributions for their church.

The project has grown so in enthusiasm each year—with more than 60 carolers crowding into the bus last year and greater numbers expected this year—that Peacock thinks they're going to have to start "stretching" the coaches.

After making 15 or 20 stops, the carolers return the bus, then gather for a midnight snack. The employer of one of the singers invited the entire group to his Orinda home last year to show his appreciation of their activity.

A Trend in the Making

Transbay service between Alameda and San Francisco received a "pat on the back" this month from members of a former car pool who have switched from private car to public bus. The letter, signed by Mrs. Betty Lueras of 1094 Versailles Ave., Alameda, "and friends," follows:

"For some time now I have been asked to write you and compliment you on your simply terrific bus service. Eleven of us women used to pool our car to San Francisco to Anglo Bank where we work, but now with those new wonderful buses, it is a pleasure to ride them, and your bus drivers are so courteous and nice to us. We go to sleep on those wonderful seats, wake up rested, but we hate to leave those gorgeous buses. How can you give such wonderful service for so little? Don't get us wrong, we don't want to pay more, but we would if we could. Keep up the wonderful service."

New Group of Workers Welcomed Aboard

Twenty-four new employees went into district service during the month, most of them drivers who finished training and were assigned to the various operating divisions. They include:

Emeryville Division

Bus Operators: J. D. Anderson, 2328 Buena Vista Ave., A. L. Terry, 2472 Potter St., Oakland; Bryon Lynn, 1545 D St., Hayward; C. E. Givens, 735 Laguna St., Apt. 1, San Francisco; H. D. Wilfong, 3742 Madrone Ave., Oakland; J. G. Davis, 7526 MacArthur Blvd., Oakland; L. F. Manning, 7318 Ney Ave., Oakland; W. A. Neubert, 210 West Jackson St., Hayward; W. J. Morse, 2734 13th Ave., Oakland.

Maintenance: Robert F. Russio, 9927 Voltaire Ave., Oakland.

Schedules: David A. Ames, 2101 Telegraph Ave., Oakland.

East Oakland Division

T. H. Robblee, 14716 Harold Ave., Apt. B, San Leandro; J. A. Phipps, 17577 Langton Way, Hayward; J. B. Osborn, 5421 Fernwood Dr., Newark.

Richmond Division

Bus Operators: C. W. Haley, 648 16th St., Richmond; J. D. Petross, 2742 Eastgate Dr., Concord; D. B. Lake, 5848 Alpine Rd., Richmond; C. G. Cartner, 2600 McBryde Ave., Richmond; S. R. Teaster, 911 Giant Ct., Richmond; W. E. Reasor, 1210 Santa Clara St., Richmond; G. J. Cook, 612 20th St., Richmond; E. V. Costa, 725 El Centro Rd., El Sobrante.

General Office

Treasury: Charles H. Ptomey Jr., 4130 Carrington St., Oakland; James W. McCracken, 6066 Thornhill Dr., Oakland.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

TOP HONOR—An award for "most effective color design," presented to AC Transit for its distinctive motor coach color scheme, is accepted by William J. Bettencourt (right), president of board of directors, at recent ceremonies in New York City. Making presentation is Carroll W. Boyce, chief editor of Fleet Owner magazine which conducted the national contest to pick the best color design.

Death Comes to Street Car Veterans

Five Key System pensioners recently passed away, all of them veterans of street car days.

Jesse L. Knowlton, 77, who died November 21, was pensioned in 1952 after 34 years of service, most of it as a street car operator. He had been living in San Gabriel.

James J. Mallen, 88, of 416 Florence St., Oakland, who died November 22, went to work as an operator in 1906 and was pensioned Jan. 1, 1946, after almost 40 years on the cars.

Eugene P. Herrier, 85, of 2165 39th Ave., Oakland, died November 23. He joined Key System in 1900, working 45 years before he was pensioned, serving in the maintenance department at the Central car house, as night foreman at the old Eastern division and as first class pitman at the 96th Ave. car house.

Walt M. Whittman, 68, who died November 27, went to work in 1918 and was a street car operator out of the Central division before he switched to the motor coach division in 1933. He was pensioned in 1958. Mr. Wittman lived at 1611 68th Ave., Oakland.

James D. Henderson, 81, of 3330 East 16th St., Oakland, died November 29. Pensioned in 1946 after 35 years of service, he was a street car operator.

ACTIONS OF THE BOARD

At an adjourned regular meeting November 16, 1961, the Board of Directors:

• Established a claims department under a program of partial self-insurance, on motion of Director Berk. (Details, Page 3.)

* * *

At the regular monthly meeting December 13, 1961, the Board of Directors:

• Proposed restricting use of lower deck of San Francisco-Oakland Bay Bridge to commercial vehicles during commuter hours, on motion of Director Coburn. (Details, Page 6.)

• Established job positions and salary ranges for supervisory personnel and office employees, on motion of Director Barber. (Details, Page 4.)

• Authorized extension of service on Line 40-Foothill Blvd. to Estudillo Avenue, San Leandro, on motion of Director Coburn. (Details, Page 6.)

TRANSIT TIMES

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• Determined prevailing wage rates in connection with bid procedures for contractual installation of new building heating facilities, on motion of Director Berk.

East Oakland Supervisor Promoted

R. M. Detloff, a veteran supervisor, has been appointed assistant superintendent at the East Oakland division.

Detloff went to work for the Key System 21 years ago as a street car operator and was made a supervisor 2½ years later, a position he held until his present appointment.

As a supervisor, Detloff worked throughout the system, but the Emeryville division has been more or less "home base" for more than two decades.

He doesn't know whether to call it a "hobby" or not, but in his spare time, Detloff builds houses—from the planning stage right through to the last detail in cabinet work. He presently resides with his wife, Clara, in the last of the four new homes he has constructed, this one at 852 Seaview Dr., El Cerrito. He also has remodeled three other houses and finds time for ocean and bay fishing.

TRANSIT TIMES
Alameda-Contra Costa Transit District
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